





## XMAS AND NEW YEAR HAMPERS.

We beg to Notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates:—

## No. 1 HAMPER—\$36.

- |  |                                  |
|--|----------------------------------|
| 1 Qt. Moët & Chandon Dry Imperial Champagne. | 1 Qt. Superb Tawny Port.         |
| 1 Pt. Blackberry Brandy.                     | 2 Qts. St. Julien Claret.        |
| 1 Pt. D.O.M.                                 | 1 Qt. Old Brown Sherry R.S.      |
| 1 Qt. Martell's XXX Brandy.                  | 1 Qt. D.O.L. Old Tom or Dry Gin. |
| 2 Qts. King Geo. IV. or Perfection Whisky.   | 1 Qt. Burgoyne's Burgundy.       |
|  | 1 phial Pomeranian Bitters.      |

## No. 2 HAMPER—\$30.

- |  |  |
|--|--|
| 1 Qt. Guilleminet Champagne.               | 1 Qt. Burgoyne's Burgundy.                 |
| 1 Pt. D.O.M.                               | 1 Pt. G.F. Peppermint.                     |
| 1 Qt. Burgoyne's Burgundy.                 | 1 Pt. D.O.M.                               |
| 1 Qt. Martell's XXX Brandy.                | 2 Qts. Sup. R.O. Port.                     |
| 2 Qts. King Geo. IV. or Perfection Whisky. | 2 Qts. King Geo. IV. or Perfection Whisky. |
| 2 Qts. Tawny Dry Port.                     | 1 Qt. Engman's XXX Brandy.                 |
| 2 Qts. St. Julien Claret.                  | 1 Qt. Amontillado Sherry W.S.              |
| 1 Qt. D.C.L. Old Tom or Dry Gin.           | 1 Qt. D.C.L. Old Tom or Dry Gin.           |
| 1 Qt. Vin de Paste Sherry.                 | 2 Qts. Meisles Claret.                     |
| 1 phial Pomeranian Bitters.                | 1 phial Pomeranian Bitters.                |

## No. 3 HAMPER—\$26.

- |  |  |
|--|--|
| 1 Qt. Guilleminet Champagne.               | 1 Qt. Burgoyne's Burgundy.                 |
| 1 Pt. D.O.M.                               | 1 Pt. G.F. Peppermint.                     |
| 1 Qt. Burgoyne's Burgundy.                 | 1 Pt. D.O.M.                               |
| 1 Qt. Martell's XXX Brandy.                | 2 Qts. Sup. R.O. Port.                     |
| 2 Qts. King Geo. IV. or Perfection Whisky. | 2 Qts. King Geo. IV. or Perfection Whisky. |
| 2 Qts. Tawny Dry Port.                     | 1 Qt. Engman's XXX Brandy.                 |
| 2 Qts. St. Julien Claret.                  | 1 Qt. Amontillado Sherry W.S.              |
| 1 Qt. D.C.L. Old Tom or Dry Gin.           | 1 Qt. D.C.L. Old Tom or Dry Gin.           |
| 1 Qt. Vin de Paste Sherry.                 | 2 Qts. Meisles Claret.                     |
| 1 phial Pomeranian Bitters.                | 1 phial Pomeranian Bitters.                |

**GANDE, PRICE & CO., LTD.**  
TEL. CENTRAL No. 135. HONGKONG.



WE LIFT THE  
SHADOW  
FROM YOUR  
WOOLLEN OR  
SILK SHAWLS.

EVEN YOUR FURS RE-  
QUIRE DRY-CLEANING  
OCCASIONALLY, GIVE US A TRIAL YOU WILL BE  
SURPRISED TO SEE HOW BRIGHT AND FRESH  
THE FUR LOOKS AFTER OUR TREATMENT.

## THE STEAM LAUNDRY CO.

THE LARGEST CLEANING AND DYEING WORKS IN THE FAR EAST.  
HEAD OFFICE & WORKS: YAUMATI, Tel. E. 31.  
HONGKONG DEPOT: 15, Stanley Street, Tel. C. 1279.  
KOWLOON HOTEL DEPOT: PEAK HOTEL DEPOT.  
KOWLOON DEPOT: 9, Canton Road. HONGKONG HOTEL: (Visitors only).  
Write or Phone for complete Price List.

**The Original Mackay**  
60 YEARS AGO  
The Firm of Mackay,  
were the first to introduce  
LIQUEUR WHISKY  
Its success has led to the existence of many  
inferior Brands offered under similar title.  
MACKAY'S—THE ORIGINAL LIQUEUR WHISKY  
combines in rare age and choice Blended the perfection  
of Highland Whisky. A Healthy Tonic—satisfies  
and never tiring. Used in the leading clubs throughout  
the world. Costs no more than ordinary whisky.  
Obtainable from all the Leading Stores in the Colony.  
WHOLESALE AGENTS—BRADLEY & Co., Ltd.

The tonic food for all the family is

**'KEPLER'**  
Cod Liver Oil with Malt Extract

To busy adults it gives  
health, increased strength  
and vitality. To children  
it supplies the body-building  
elements necessary to bring  
them to healthy maturity.



"HAZELINE" SNOW  
(Trade Mark)  
Preserves and brightens the complexion.  
In glass pots.

At all Chemists and Stores  
**BURROUGHS WELLCOME & CO.**  
LONDON AND SHANGHAI  
All Rights Reserved

## OUR LONDON LETTER.

## THE PASSING OF THE QUEEN MOTHER.

## NATIONAL SORROW AT DEATH OF FAMOUS ROYAL LADY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 29th.

## QUEEN ALEXANDRA.

This week, as I write, the public mind is dominated by the thought that the Queen Mother has passed away, leaving the members of the Royal Family sadly bereaved. Countless thousands at home and abroad share this sorrow with a sense of personal loss. Queen Alexandra has stood in a very close relationship to the people of this country for the space of two generations—ever since that day in March, 1863, when she arrived from Denmark as a beautiful Princess of 19 to wed the Prince of Wales. I have read scores of articles in the last few days on the Queen Mother's life, and the point which is emphasised in all of them is that on the day she came to England as a young girl, a perfect vision of grace and beauty, she won the hearts of the nation, and she kept this love undiminished to the end of her long life. The *Times* has well expressed this thought in a striking way by saying Queen Alexandra was the most popular Royal personage this country has known since Queen Elizabeth.

There is no question about the devotion of the people to the Royal lady who has passed away. It was real and sincere. This was not due merely to the position she occupied, and the prudent and tactful way she carried out all her duties, but it was a popular tribute to Queen Alexandra's womanly qualities. She started with the advantage of good looks and charming manners, which immediately won her favour, but the kindly feelings of the people towards her grew and deepened when they discovered that there was a more lasting title to their regard in her character as wife and mother, her gentleness and goodness of heart, and the sympathy which she was always so quick to extend to the poor, the sad, and the suffering.

## AT MARLBOROUGH HOUSE.

Now that Queen Alexandra has gone it seems as if for a moment the chapter in our history which closed with the death of King Edward was opened again. One recalls that for many years before the death of Queen Victoria the centre of the social world was Marlborough House. Who went in through those portals was in "society," and who was not asked was outside society. The social reign was absolute but it was never tyrannical. Perhaps one of its most notable features was the coming of the Americans. The future King Edward and his Consort recognised that a change from the Victorian régime in such things was inevitable and they wisely accepted it, and they also opened the doors of Marlborough House to the great financial and trade magnates who had till then been kept at a distance. The standards and fashions of that period are now, however, strangely remote. They are, as I said, a chapter in social history, and with the death of the Queen Mother the personal connection with the period is ended and the book is closed.

## THE CLOSING SCENES.

Although the Queen Mother had been in a weak state of health for some time, the news of her death was so sudden that it came upon the country with startling suddenness. But those about her had seen a change for over a year past. She was kind and gracious as ever, and took an interest in all around her at Sandringham, but there was a look of sadness in her face, a plaintive expression as of great weariness which seemed to suggest that she had finished with most of the things that matter and make life good. Up to the last, however, she carried herself with wonderful erectness.

The announcement that she was seriously ill was only made public on the day previous to her death. There had been no secrecy; until three days before the end Queen Alexandra had been out driving regularly in the country, and it only meant that the end when it did come was swift. So unexpected was the news that people living on the Sandringham estate and round about first heard the sad news on their wireless receiving sets when it was broadcast from London.

Queen Alexandra was extremely capable. Any service rendered her, and was more than generous in the way she showed her appreciation. She was lavish in her gifts. Similarly, she would never allow any old servants to be discharged, even when economical "cuts" were made a few years ago in the Royal Household. As a result, despite her annual allowance of £70,000 from the State and her large private fortune, she had to be exercised and expenses saved where possible with everything double pre-war cost. Sandringham has been kept up in good style, as in King Edward's time, for Queen Alexandra disliked changes; it followed, therefore, that in her huge establishment some positions were more or less sinecures. When an old retainer died or retired, his or her place was not filled up, unless the post were an essential one.

Among the treasures of Belvoir Castle is a Confessions Book with a page filled in by Queen Alexandra thirty-five years ago. "My favourite queen," she wrote, "is Gargmar, king, Richard Coeur de Lion; hero, Marlborough; poet, Shakespeare; artist, Rubens; author, Charles Dickens; virtue, charity; colour, blue; flower, forget-me-not; name, Edward; occupation, playing the piano; amusement, riding; chief ambition, not to interfere with other people's business; chief dislike, slander; favourite motto, Honi soit qui mal y pense."

## GUILDHALL LUNCHEON POSTPONED.

It happened that the day on which Queen Alexandra passed away was that on which the City Fathers had arranged officially to "welcome home" the Prince of Wales on his return from his recent tour abroad. But the Guildhall luncheon prepared on a scale even more elaborate than is customary, had to be abandoned. The decision to do this was not taken until it was evident that the Queen was sinking. It was then nearly noon, the tables were laid, the food was all prepared, and the guests—800 had been bidden to the feast—were actually arriving. As they got out of the motor-cars they found the notice on the door.

Inside the banquetting chamber there was much inevitable confusion and debate as to what should be done with the vast quantity of rich food. The happy solution was found of distributing all the costly viands to the hospitals, and the flowers, by a thought which would have pleased Queen Alexandra, were also sent where they would give most pleasure. Meanwhile the Prince of Wales, who had remained in Town till the last moment, went off to Sandringham accompanied by the Duke of York. He was just too late to see his Royal grandmother before she breathed her last. He had not seen her previously since he set out on his travels early in the year.

## COURT MOURNING.

King George, with characteristic thoughtfulness, is understood to have expressed the wish that the death of the Queen Mother should interfere as little as possible with the normal amenities of the lives of his subjects. Outwardly, so far as London is concerned, the King's wish has been observed. The Court has gone into full mourning, which means six months observance. In recent times custom has become lighter, and now-a-days many things are done during a mourning period which were impossible in Queen Victoria's reign. King Edward, after the death of his mother, took part in military reviews and similar ceremonies, but did little else in public. The Court mourning will affect most sharply balls and festivities connected with the Royal Family.

The difference between Court mourning and State mourning is very considerable, and leaves to the individual outside the narrow limits of the Court itself full freedom in the matter of observance. In practical effect the mourning in the case of the public takes the form of black ties for men till after the funeral, and darker colours for women, but there will be no departure from the usual Christmas festivities outside the Royal circle. The mourning will not be the less sincere for this arrangement.

## ANOTHER IMPERIAL CONFERENCE.

I understand that it has been practically decided to summon another Imperial Conference. No date can yet be fixed. But at the Colonial Office it is hoped that it will be possible to get all the delegates to London in the early Autumn of next year. The Government would have preferred the conference even earlier, but the fact that recently there have been general elections in Canada, Australia and New Zealand has tended to delay arrangements, because, of course, it is essential that the new Governments should be given time to settle down into the saddle before the conference is held.

There has not been an Imperial Conference for more than two years, and there is a feeling, one hears, that the time has more than come for another round table talk between the Mother Country and the daughter nations. If for no other reason, the Locarno Pact is a fact that will have to be taken into account in future relations between this country and the Dominions. The agenda for an Imperial Conference always requires a good deal of careful preparation beforehand, but I learn that the preliminary plans have been already formulated.

## EMPIRE BUILDERS.

Rather late in the day London is to honour the memory of General Wolfe, the great soldier who won Canada for England. As the history books record, he died just after the battle on the Heights of Abraham, at which his generals drove the French from Quebec. He was then only thirty-two, and the date was 1759, but London, up to the present, has no permanent commemoration of his services, although his birthplace, Westerham, in Kent, possesses a very fine statue of him.

The London statue is to be set up on the south side of the Mall, just inside the Admiralty Arch, and very near to the monument to Captain Cook, the famous explorer. It is also not far from the splendid new offices of the Dominion of Canada.

Another memorial to a great Empire builder is in contemplation. This is to take the form of a tablet to the late Viscount Milner, to be erected in Westminster Abbey, subject to the approval of the Dean and Chapter. The bulk of the money subscribed is then to be devoted to the foundation of travelling scholarships having for their object the development of scientific research within the Empire upon lines which would have met with the approval of the late Pro-Consul. It is anticipated that sufficient money will be forthcoming to found several of these scholarships, almost immediately.—H.B.

## GREEN ISLAND CEMENT CO., LTD.

## Best Portland Cement.

**SHEWAN, TOMES & CO.,**

GENERAL MANAGERS,  
HONGKONG.

## CHINA PROVIDENT LOAN &amp; MORTGAGE COMPANY, LTD.

Advances made on Landed Property, Goods, etc.

Trustees of Estates, Executors of Wills, etc.

Warehousing of Goods of all Description.

For Terms and Particulars

Apply at the Head-Office—

"St. George's" Building.

Telephone: C. 781.

Telegraphic Address: "RELYAT."

## THE HONGKONG TUG &amp; LIGHTER Co., Ltd.

Single packages and small consignments received and delivered by Motor Lighter.

Motor Boat and Launches available for Conveying Passengers and Baggage to and from Steamers in Harbour.

Stevedoring and Lighterage Work undertaken. Tugs and Lighters available at all hours.

For terms and particulars apply at

HEAD OFFICE—ST. GEORGE'S BUILDING.

TELEPHONE: C. 781.  
Head Office—Central 781.  
Chinese Branch Office—Central 4885.

Night, Sunday or Holiday  
Ring up Kowloon 622.

## HONGKONG &amp; TERRITORIAL ESTATES, LTD.

(Property Owners, Estate Agents,  
Land Valuers, etc.)

WILL UNDERTAKE THE

Development and Improvement of Landed Property and attend to all Branches of Real Estate Business

For terms and particulars

Apply at the Head-Office,

TELEPHONE  
C. 781.

"St. George's" Building.

Telegraphic Address: "ESTATES."

## THE JARDINE ENGINEERING CORPORATION, LTD.

14, PEDDER STREET, HONGKONG.

REPRESENTING

**MERRYWEATHER & SONS, LTD.**

**FIRE  
FIGHTING  
APPARATUS  
OF ALL  
DESCRIPTIONS.**



**THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.**  
Tel. Central 286. 2, Queen's Buildings.

SOLE AGENTS FOR  
**BELL'S UNITED ASBESTOS CO. LTD.**  
MANUFACTURERS OF

"Victor Metallic," "Dagger," "Quadruple" and  
"Reefor" Packings.  
Bell's Asbestos Compositions.  
"Salamander" Engine & Cylinder Oils.  
"Salamanderite Jointing."

## A really friendly act

He's a true friend who fills your glass with a frothing, cheering draught of "OLD TOM." There's life and strength in "OLD TOM." EXTRA STRONG ALE—you feel finer and fresher—ready to tackle your work without a groan. You are safe with "OLD TOM." EXTRA STRONG ALE—it's brewed and bottled in England by a firm whose reputation assures the purity and quality of every glass you drink.

## 'OLD TOM' Extra Strong Ale



AGENTS—  
Messrs. Donnelly & Whyte,  
2, QUEEN'S BUILDINGS,  
HONGKONG.

Brewed and bottled by the  
PALATINE BOTTLING CO. LTD.,  
MANCHESTER, ENGLAND.

## If you value your health

The days in which we live render it more difficult to maintain a condition of perfect health all the time. The system gets run-down with rush and worries.

Hence the necessity for a health-building medicine—one which will assist the restoration of health and will build up the system. Health-building is greatly facilitated by the regular use of Beecham's Pills.

A sound digestion and a perfect assimilation are the foundations of Good Health. You may have these by taking

**BEECHAM'S PILLS**

## "GENERAL KNOWLEDGE" "HOWLERS" BY AMERICAN STUDENTS.

Some 1,650 high school and university students, representative of all sections in America took part in a recent current history test, organised by the American Review of Reviews, says a Reuter New York message.

Recent school examination papers reveal some strange errors. These are some of them—

"Queen Elizabeth rode through Coventry with nothing on, and Raleigh offered her his cloak."

"Account of the Feudal system. William the Conqueror was thrown from his horse and wounded in the feudal system and died of it."

"The tynde of Spain is small, owing to the insolvency of the people."

"In Holland the people make use of water power to drive their wind-mills."

"In 1620 the Pilgrims crossed the ocean, which is known as the Pilgrim's Progress."

"Charles I. was going to marry the Infanta of Spain. He went to see her and Shakespeare says he never smiled again."

"Tennyson, the greatest prose writer that ever lived, wrote the Iliad and Paradise Lost."

"Doldrums are army rations of spirits."

## IMPERIAL MERCHANT SERVICE GUILD.

### DEATH OF THE VICE-CHAIRMAN.

The Imperial Merchant Service Guild announced with deep regret the death, after a short illness, of the Vice-Chairman of the Management Committee, Captain E. M. Donovan. The Officers of the Merchant Service as a whole, and especially the members of the Guild, suffer a severe loss by the death of Captain Donovan who had devoted himself to their interests for many years past. In April last year he was elected Vice-Chairman of the Management Committee after previously serving on many sub-committees in connection with the Guild's work—he had on a number of occasions since acted for the Chairman of the Committee, Captain W. Baker, during the latter's illness. Captain Donovan first went to sea in 1882 and subsequently held command, prior to going into steam, of some famous Liverpool sailing ships. He retired from active service at sea in 1910 and since then had been a member of the Management Committee of the Guild in the work of which Society he had taken a deep and lasting interest. He was the Guild representative on the local Committee of the Seamen's National Insurance Society, and on the Nautical College Committee. Captains and Officers of the Merchant Service all over the world by his death will mourn the loss of a doughty champion.

## THE TRADE SITUATION IN CHINA.

### REPORT OF THE BRITISH COMMERCIAL ATTACHE.

(Continued from Yesterday.)

#### CONTINUAL STRIKES.

The most disquieting feature of the labour situation in China is the tendency, growing for some years past, and increasingly manifest during the last twelve months, for control of the trades unions and guilds to pass into the hands of political agitators. The development of modern industrialism in China has been over-trapped and ill-regulated, and the conditions existing in some factories, more especially those in native hands, are undoubtedly open to criticism, while the difficulty of adjusting wages to meet the continuous increase in the cost of living also causes much hardship. The discontent resulting from these grievances supplies an excellent basis for the professional propagandist, foreign and native, to work on. An instance of this dangerous development is to be found in the strike which occurred in February of this year among the Chinese employed in the Japanese cotton mills at Shanghai, and which exceeded in scope and violence any local labour trouble in recent years. It arose out of the dismissal of a few men for incompetence, but was seized upon by the Chinese Communist Party as an excuse for a display of their power.

Student agitators from the Shanghai University took a leading part in the direction of the movement, and largely owing to their exertions over 30,000 operatives in twelve mills came out on strike. The strike lasted about a fortnight, and although the operatives gained no substantial concessions, the fact that the leaders were able to hold up the work of the mills for so long was advertised by them as proof of the value of organisation, and they are now urging the formation of a general textile union to include all cotton mill workers. Another strike, affecting some six thousand employees of the Nanyang Tobacco Company, was also largely brought about by Communist agents, delegates from the Canton Labour Union coming up to Shanghai to reinforce the efforts of local propagandists. In Shanghai during the second half of 1924 and the first quarter of the present year there were in all fifty-six strikes affecting nearly 90,000 workers, and although the majority of these disputes arose out of some real or nominal economic grievance, they were in most cases embittered and protracted by agitators. The general strike at Shanghai and elsewhere was of a similar nature.

Strong efforts were made during the past year to procure the passage of local legislation governing the employment of child labour in factories within the International Settlement at Shanghai, and although the special conditions existing in this country add considerably to the difficulties of the question, it is safe to say that both the public generally and the majority of foreign non-Chinese mill owners were in full sympathy with the movement. Under the land regulations of this Settlement, however, any legislation of this nature requires the approval of the ratepayers, and for reasons into which it is unnecessary to enter at present it has been found in recent years almost impossible to secure the attendance at a special public meeting of the necessary quorum of those entitled to vote. In this case again two attempts to secure a quorum proved unsuccessful, but the question will doubtless be revived once more as soon as normal conditions have been restored in Shanghai.

#### DISORGANISED TRANSPORT.

It is impossible, writes Mr. Brett, within the limits of his Report to give an adequate description of the state of utter disorganisation into which the railway system of China has fallen since the outbreak of hostilities between the Provinces of Kiangsu and Chekiang in September last year. The main trunk lines were promptly seized and occupied by the opposing military forces; passenger and goods traffic was stopped altogether for weeks at a time; locomotives and rolling stock were carried away to other lines, when not actually employed in moving troops and supplies; the stood empty in long lines on the railway sidings or served as barracks for officers and men. A report supplied towards the end of last year estimated that out of 14,000 passenger cars and 10,000 freight wagons operated by the four main lines in North China, viz., the Peking-Mukden, Tientsin-Pukow, Peking-Hankow and Peking-Suiyuan Railways, over 2,500 cars were missing. As the writer remarked: "Of course, railway carriages are not easily concealed, and they cannot be anywhere else but on the tracks, but the simple fact is that there is no way to locate them." The resulting shortage of rolling-stock, coupled with its deterioration owing to ill-usage, made it extremely difficult for the civil administration to maintain even partial services for goods and passengers during lulls in hostilities, with the consequence that large quantities of valuable and perishable commodities were left to rot in the stations, and pandemonium reigned whenever a passenger train set out on its journey. Among other rolling-stock commandeered were the famous blue trains which used to maintain the daily services between Peking and Shanghai (and which, it may be remarked, are still unpaid for), and although some of the coaches have now been returned and the service has been partially restored, the conditions of

travelling are so uncomfortable and uncertain that most foreigners now prefer, if possible, to make the journey to the north by sea.

The most serious factor of the railway situation is that although there has been no further outbreak of hostilities for several months past the military leaders refuse to relinquish altogether their grip on the main trunk lines, and seem determined to subordinate entirely the commercial needs of the country to their own ambitions. There has admittedly been some improvement recently in the services maintained on the principal systems, and the foreign engineering staffs have done wonders in restoring the damage sustained by the permanent way, locomotives and rolling-stock, but the equipment still remains far below the needs of the traffic and much of the property of the railways has not yet been recovered from the military. It may be mentioned also that even such limited space as is available for the transport of cargo can in many cases only be secured by paying exorbitant bribes to the local military or civil authorities controlling the railway area.

At the time of writing the position of the shipping trade in China, more especially as regards British interests, was extremely gloomy. Owing to the general strike, most of the vessels belonging to the two principal local British shipping companies had been lying idle for several weeks, and ocean-going steamers employing Chinese crews had been compelled to cut out Shanghai as a port of call, cargo destined for this port being discharged at Singapore or carried on to Japan. British shipping is still predominant on the China coast, taking more than forty-two per cent. of the total trade, and of that pre-eminence must have a disastrous effect not only on the local interests concerned, but on the whole fabric of British trade and influence in this country.

#### ROAD BUILDING.

One of the few encouraging developments noticeable in China within the last few years has been the very marked interest displayed by local authorities and by the public generally in road-building schemes, and in spite of the difficulties created by civil war and wide-spread disorder the movement continues to make steady progress. In an article published in a Shanghai journal some months ago, a list was given of roads already constructed in various parts of the country, the total mileage amounting to about seven thousand, and it was stated that this list was by no means comprehensive, there being at least a further six thousand miles of good roads already built and miles of good roads already built and under construction. In the list given in this article, practically every province in China is included, those in which most progress has been made being Kiangsu, Shantung, Shanai and Chihli, and more than half the roads are described as being suitable for motor traffic. Without accepting these figures as being absolutely accurate, there can be no question that a realisation of the necessity for improving the internal means of communication is growing in all parts of the country and that some thousands of miles of roads suitable for at least the lighter type of motor traffic have already been constructed. In some cases, these roads have been built by local authorities or charitable organisations as a means of finding employment for disbanded soldiers or famine refugees, but in many instances they are purely private enterprises, the company holding the concession having a monopoly of motor traffic and charging tolls on all vehicles using the highway. This development, which is still only in its infancy, is likely to have far-reaching effects in opening up internal markets, and one immediate result will naturally be an increased demand for motor vehicles, both for passenger and goods traffic. Mr. Brett would like at the same time to emphasise the point that any expectation of an immediate market in China for large quantities of motor buses and trucks, and especially for the heavier types of such vehicles, would be altogether premature. A very large proportion of the new roads constructed in country districts are of a primitive type, insufficiently ballasted, and suitable at the best of times only for the lighter forms of motor traffic, while after floods they may be altogether impassable for considerable periods. The Chinese companies running motor services are, as a rule, provided with little capital and are at the lowest possible price, which can be made to serve their purpose. As a consequence most of the "motor buses" running on such roads are far from corresponding with the usual English idea of such a vehicle but are ordinary touring-car chassis (frequently second-hand) fitted locally with very rough and ready bodies, capable of seating about a dozen passengers. The chief demand, both for passenger and goods transport, is, in fact, for the cheapest possible vehicle, of light weight, and capable of withstanding the vagaries of indifferent roads and inexperienced chauffeurs. The market for the more substantial and expensive type of car, whether for passenger or goods traffic, is still very limited, being practically confined to the few large ports where good roads have been constructed by the foreign municipalities.

## QUEEN'S

Starting TO-DAY.

D. W. GRIFFITH'S

WONDERFUL STORY OF THE CIRCUS

## SALLY OF THE SAWDUST

IN TWELVE REELS

WITH SPECIAL MUSICAL SETTING.

USUAL PRICES.

VACANCY Exists for Energetic Prospect as PARTNER in LOCAL OFFICE of Progressive and Lucrative Share and Real Estate Firm Shortly Opening BRANCH OFFICE in SINGAPORE. Previous Experience Not Entirely Essential. Provided Prospect is Energetic. Applications Entertained at P.O. Box 484, Hongkong.

#### COTTON PIECE-GOODS.

The past year (1924) has been a difficult and unprofitable period for firms interested in Manchester goods, and it would be idle to expect any great improvement for some time to come. At the beginning of 1924 merchants were inclined to hope for better times, as it was known that stocks were insufficient for normal requirements, and with easier money conditions it was expected that a good volume of business would be put through. The usual annual settlement at China New Year was completed satisfactorily, the Chinese banks and dealers having made fair profits on the previous twelve months' trading, but owing to the general lack of confidence in the political situation and the high prices ruling in Manchester, the market showed no sign of any great activity. For the first half of the year, however, trading was fairly good, and 1924 would probably have shown a satisfactory return to the merchant but for the outbreak of hostilities in August, which paralysed business for three months, and even necessitated the closing down of the auctions. The situation improved slightly in the late autumn, but dealers were unwilling to do more than buy for immediate requirements, and the market was congested with stocks accumulated during the months of civil war, when little or no cargo could be shipped away. The results of the year's trading were very unsatisfactory, both for the importers and the Chinese dealers, and as regards the latter it may be mentioned that nearly fifty such firms closed their doors during the last few weeks before China New Year, involving the importing houses in very heavy losses. In the early months of the present year deliveries of cotton goods were moderately satisfactory, but very few orders were placed, and the depression in the market has now culminated in the total cessation of business owing to the general strike declared at Shanghai, which at the moment of writing had already lasted nearly a month.

Apart from the present critical situation in China, which affects every department of trade, it must be recognised, says Mr. Brett, that the increasing competition of Japanese goods, and to a lesser extent of cloths of continental or local manufacture, has for some time been causing considerable anxiety to those firms whose interests are mainly centred in the importation of British cotton piece-goods, still the mainstay of our trade with China. In this connection the statistics of imports of cotton piece-goods into China from Great Britain and Japan respectively during the three pre-war years and the years 1921 to 1923 are illuminating, showing that, not merely have the positions of Great Britain and Japan been reversed as regards the percentage of the cloth falling to each country, but that in spite of the great increase in the cost of cloths the actual value of imports from the United Kingdom in 1923 was less than in any of the three years 1911 to 1913, while that of Japan's imports have increased by more than four hundred per cent. over the figures for the first-named year. During 1924 Great Britain's percentage of the trade was 35.73 per cent., and Japan's 61.57 per cent.

#### SINGAPORE RUBBER MARKET.

Messrs. Carrell Bros. are in receipt of a cable from their Singapore friends notifying that the Jeram Kuantan Rubber Estate, Limited, has declared another interim dividend of 12 per cent. making in all 24 per cent. to date. The following sales have been made to Hongkong:—

Kuala Sidims	44.40
Malaka Pindas	3.45
Malakabs	0.65
New Seudais	3.75
Sandycrofts	5.20

The total output of the Kallian Mining Administration's mines for the week ended December 12th, 1925, amounted to 72,082 tons, and the sales to 57,431 tons.

#### HONGKONG STOCK EXCHANGE. CLOSING QUOTATIONS.

IDCRAWERS 28th, 1925.	
Hongkong Bank	\$1,015 buy, 1,000 sa.
Do. London	217 nom.
Chartered Bank	221 nom.
Mercantile Bank, A. & B.	224 nom.
Do. C.	213 nom.
P. & O. Bank	224 nom.
East Asia Bank	225 nom.
Canton Insurance	220 nom.
China Underwriters	224 buy.
North China Insurance	224 nom.
Union Insurance	224 nom.
Yangtze Insurance	224 buy.
China Fire Insurance	220 nom.
Hongkong Fire Insurance	220 nom.
Donghsies	225 sel.
H.K. & S. Steamboats	225 nom.
Hongkong Telegraph	224 sel.
Indo-China (Frst)	225 nom.
Do. (Def.) London	225 sel.
Do. Hongkong	225 sel.
Shell Transport	225 buy.
Star Ferries	225 nom.
Waterboats	225 buy.
Oriental Navigation	225 nom.
China Steam	225 nom.
Malacca Sugar	225 nom.
Benguet	225 nom.
Kailan Mining Ad.	225 nom.
Langkats (combined)	225 nom.
Do. (single)	225 nom.
Shanghai Explorations	225 nom.
Shanghai Loans	225 nom.
Railways	225 nom.
Trans. Mines	225 nom.
Ural Carpians	225 nom.
H.K. & K. Wharfs	225 nom.
H.K. & W. Docks	225 nom.
Hongkong	225 buy.
New Engineering	225 nom.
Shanghai Docks	225 buy.
H.K. & S. Hotels (old)	225 nom.
Hongkong Lands	225 nom.
Hongkong Realty (cp.)	225 buy, 6 sa.
H.K. Territorials (cp.)	225 buy, 6 sa.
Humphreys Estates	225 nom.
Prince's Building	225 nom.
Rural Lands	225 sel.
Ewo Cottons	225 nom.
Oriental	225 nom.
Shanghai Cottons (old)	225 nom.
Do. (new)	225 sel.
Amusements	225 buy.
Canton Ice	225 nom.
Cement (combined)	225 nom.
Do. (old)	225 nom.
Do. (new)	225 nom.
China Buses	225 buy.
China Lights (combined)	225 nom.
Do. (old)	225 nom.
Do. (new)	225 nom.
China Providents (comb.)	225 nom.
Do. (old)	225 sel.
Do. (new)	225 sel.
Constructions	225 buy.
Dairy Farms	225 nom.
Der A. Wing (cp.)	225 nom.
Hongkong Electric	225 nom.
Macao Electric	225 nom.
H.K. Developments	225 cte. try.
H.K. Ropes (combined)	225 sel.
Do. (old)	225 nom.
Do. (new)	225 nom.
Hongkong Tramways	225 buy.
Lane Crawford	225 buy.
Peak Tramways (old)	225 buy.
Do. (new) (cp.)	225 nom.
Sinceres	225 sel.
Taxis	225 sel.
United Asbestos	225 nom.
Watsons (old)	225 sel.
Do. (new)	225 sel.
Wm. Fowles	225 sel.
buy—buyers; sel—sellers; sa—sales; nom.—nominal.	

THERE'S A LONG LONG TRAIL of Bugs, Fleas, Flies, Beetles, Mosquitoes, etc., all killed by

**KEATING'S**

MADE IN BRITAIN





## JAEGER UNDERWEAR.

VESTS, PANTS, DRAWERS and COMBINATIONS.

Jaeger Pure Wool Underwear is known throughout the world for its fine Quality and 'satisfying comfort'. Jaeger Underwear is treated against shrinkage, and garments are replaced if shrunk.

WE ALLOW 10% DISCOUNT FOR CASH.

**MACKINTOSH & Co., Ltd.**  
MEN'S WEAR SPECIALISTS.  
Alexandra Building, Des Voeux Road.



## GENERAL ASSURANCE CORPORATION, LIMITED.

We have been appointed Agents of the above well-known corporation, and are prepared to issue policies at favourable rates for fire, accidents, life, motor-car and burglary, etc.

Agents:  
**JAMES H. BACKHOUSE, LTD.,**  
1A, CHATER ROAD.

124]

## ORIGINAL MODELS FROM PARIS.

A Wonderful Collection of Beautiful Models by the First Fashion Houses of the World is being offered at a Fraction of the Usual Prices.

### MADAM SUAREZ,

is shortly leaving Hongkong and a Wonderful Opportunity is presented of acquiring.

### DAY, AFTERNOON & EVENING FROCKS

at Remarkably Low Prices.

Also a few original Parisian Fancy Dresses.

King Edward Hotel - - Room 50.

## CROSSING THE HARBOUR

To do your Shopping in Hongkong is No Longer Necessary.

### THE EMPRESS STORE,

22, NATHAN ROAD,

Can Supply all Your Needs at the Cheapest Rates.

The Only Store in Kowloon under European Management.

We have A Fresh Supply of CANADIAN FRUIT AND VEGETABLES

AT THE MOST REASONABLE PRICES.

3002]

TEL. K. 626.

## ONLY ONE VISIT FRENCH STORE

You will be surprised by the Variety and Highest Quality of the New CHRISTMAS CONFECTIONERY.

MARRONS GLACES EXTRA VANILLES in Tins and by Weight.  
BOBONS CHOCOLAT LIQUEURS in Fancy Boxes.  
DELICIOUS ENGLISH CAKE.  
DRAGEES—Amandes Imperiales Surfers. Bonbons Liqueur. Bonbons Nougat.  
Fruitines Extra. Caramels Mous. Gommees Assorties.  
CHOCOLAT—Bouches Nougat Extra. Bonbons Chocolat. Bouches Montelmar. Tignes Creme Menthe. Bouches Nougat Extra. Sarsalade. Cerises in Lys—Bonbons de Nougat Extra.  
NOUGAT EXTRA and A great Assortment of FINE FANCY BOXES, etc., etc.  
TEL. 794. 9, BEACONFIELD ARCADE

## LOCAL SPORT.

### CRICKET.

#### THE ARMY & THE NAVY

Another game in the triangular series was commenced yesterday on the Hongkong Cricket Club ground, when the Army opposed the Navy in a two days' match.

The Army batted first, and scored 115, the feature of the innings being the bowling. Lt. Col. Cantrell took six wickets for 38 runs, and Lt. Com. Beatty three for 22. Capt. Armstrong batting for the Army, had the misfortune to twist his knee and had to retire. He was able to return to the field later, and went in as last man, but he only one to his score before he carried out his bat.

The Navy replied with 170, including a fine 57 by Pay-Lt. Hussey, which included 17 fours and one six. When 26 he was missed by Smith.

The Army commenced their second innings, and when they had scored 152 for five wickets stumps were drawn. The match will be resumed at 10.30 a.m. to-day.

The scores were as follows:—

THE ARMY—1st Innings.			
Capt. Armstrong, not out	26		
C.O.M.S. Stripp, c and b Woodward	14		
Sergt. Blondin, b Beatty	10		
Capt. Bridgeland, l.b.w., b Cantrell	23		
Major Hattersley-Smith, c Cantrell, b Beatty	9		
Capt. Morris, b Cantrell	8		
Capt. Walters, c Halsay, b Cantrell	7		
Lt. Smith, c Lake, b Cantrell	5		
Lt. Col. Edmeades, b Cantrell	0		
Sapper. Goodyer, b Cantrell	3		
Gr. Clayton, b Beatty	0		
Extras	7		
Total	115		

Bowling Analysis.			
Lt. Col. Cantrell	15	4	38
Pay-Lt. Hussey	2	2	33
Lt. Com. Beatty	10.3	3	22
Lt. Sillitoe	4	0	13

THE NAVY—1st Innings.			
Lt. Com. Armitage, b Goodyer	1		
Pay-Lt. Hussey, b Morris	57		
Lt. Nicholson, run out	6		
Mid. Stephenson, b Smith	23		
Lt. Halsay, c Clayton, b Morris	27		
Lt. Sillitoe, not out	2		
Pay-Lt. Woodward, b Blondin, b Morris	0		
Capt. Lake, run out	4		
Capt. Wauchope, b Clayton	0		
Lt. Com. Beatty, b Morris	9		
Extras	11		
Total	170		

Bowling Analysis.			
Goodyer	7	0	33
Smith	6	2	27
Capt. Morris	9.3	1	47
Clayton	9	3	32

THE ARMY—2nd Innings.			
C.O.M.S. Stripp, b Cantrell	8		
Sergt. Blondin, c and b Cantrell	25		
Capt. Bridgeland, c Armitage, b Stephenson	55		
Major Hattersley-Smith, b Beatty	1		
Capt. Morris, b Cantrell	1		
Capt. Walters, not out	15		
Lt. Smith, not out	7		
Extras	10		
Total (for 5 wickets)	132		

Bowling Analysis.			
Goodyer	7	0	33
Smith	6	2	27
Capt. Morris	9.3	1	47
Clayton	9	3	32

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

H.K.C.C. ROYAL NAVY.			
The following will represent the Club in the above fixture on Friday and Saturday, 1st and 2nd January, commencing at 11 a.m.:			
R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, H. Owen Hughes, E. G. Lammert, E. J. R. Mitchell, T. E. Pearce, T. B. Powell, E. B. Reed, G. R. Sayer, E. F. Stewart.			

## INTERPORT RUGGER.

### HONGKONG DEFEATED BY SHANGHAI.

(THROUGH ROUTE'S AGENCY.)

SHANGHAI, December 28th.

The Interport rugger match, Shanghai v. Hongkong, resulted in the victory of the former by 10 points to 3. The conditions were most unfavourable, high wind and pouring rain much handicapping both sides.

Hongkong pressed from the start and after ten minutes' play, Lammert scored a good unconverted try between the posts. A ding-dong struggle between the forwards ensued and after twenty minutes Goldman scored between the posts, Trenchard Davis converting. Again there was midfield play. Shanghai was superior in the scrums and Hongkong in the loose. Shanghai secured the ball out of every scrum. Hongkong were in Shanghai's territory most of the first half. Half-time score, 5-3.

In the second half Hongkong was on the defensive, Shanghai attacking and after fifteen minutes' play Goldman scored between the posts, and himself converted. Towards the end Hongkong forwards were playing excellently and tackling hard at the finish. Shanghai pressing, Lammert relieved by a good run. Lammert and Armstrong were good all round. The forwards were all good.

### FANLING HOUNDS.

On New Year's Day a paper chase will be held. The meet will be at Mr. Potts' Bungalow at 3 p.m. and the paper chase will start at 3.30.

On Sunday, 31st January, by kind invitation of Mr. and Mrs. Bernard, the Hounds will meet at their Fanling residence "Annandale" at 10.30.

### BOXING.

"A Bewildered Spectator" writes:—Seeing that we have been disappointed in a Morris-Cartledge fight or wrestle, may I suggest that the H.K.B.A. oblige the public by staging a fight at the next tournament between Cartledge and Edwin? The latter has shown himself to be a clean upright boxer, and Cartledge has shown that he can fight, box or wrestle on occasion demands. Edwin is, I believe, shortly leaving for England. This fight would give the boxing public a chance of seeing him against a worthy opponent."

### ALICE MEMORIAL AND AFFILIATED HOSPITALS.

The Committee of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the receipt of the following donations towards the funds for the current working expenses:—

Mr. Chan Pek Chuen	\$150
Lo Cho Son	100
Tao Kung Po	100
Chau Tung Sang	100
Pun Chi Yuen	100
Mok Man Chi	100
Fung Pak Um	100
Chan Shu Tung	100
Wong Yu Tung	100
Wong Yu Tung	100
Cheong Sum Wo	100
Wong Ping Shan	100
Ma Chi Lung	100
Total	\$1,350

### ST. JOHN AMBULANCE BRIGADE.

#### ANNUAL COMPETITION.

The Annual Competition in general Ambulance work took place on Sunday, fourteen "Sections," from the Saiyung-pun, Chinese Y.M.C.A., Kowloon-Canton Railway, and Indian Divisions, competing. The Judges were Dr. V. V. M. Koch (District Surgeon of the Brigade), Sir Eric Stuart Taylor, and Major Stevenson, R.A.M.C.

The men were given a strenuous test, and in making their award the Judges took into consideration:—

1. Dress and equipment of men.  
2. Stretcher drill.  
3. Neatness, accuracy and finish of work.

4. Time taken in completing a case.  
5. Improvisation (where possible).

Marks were allotted as below:—  
Y.M.C.A. Division..... 225 marks.  
Indian..... 314  
Railway..... 310  
Saiyungpun..... 205

The Shield is awarded, accordingly, to the Y.M.C.A. Division. Mention should be made of the work of the Railway Division which, while not adopting the ordinary routine drill, has developed a scheme specially adapted to the work the men are often called on to perform in connection with the Railway.

### WEATHER REPORT.

Last night's weather report, forecast, and remarks by the Royal Observatory says:—

"The anticyclone over China has increased in intensity and the monsoon will freshen along the coast and over the Northern China sea."

Local Forecast: N.E. winds moderate to fresh to fine to cloudy with drizzle or mist.

## CRIMINAL SESSIONS.

(BEFORE THE CHIEF JUSTICE, SIR HENRY GOLLAH.)

### THE MURDER TRIAL.



## FINEST RIVER STEAMER IN CHINA.

## "TAISHAN'S" SUCCESSFUL TRIAL TRIP.

## TAIKOO DOCKYARD'S RECORD ACHIEVEMENT.

The *Taishan*, the first vessel built by the Taikoo Dockyard and Engineering Co., Ltd., to the order of the Hongkong, Canton and Macao Steamboat Company, Ltd., was put through her trial trip yesterday. She was constructed to maintain a speed of fifteen knots. Her achievements showed that she could do this without the least difficulty or trouble. She went over the measured three miles course six times and on each occasion, without any noticeable vibration, she covered the distance at a speed of 16 knots, one above the contract figure, the official mean speed for the whole of the trial working out actually at 16.084 knots. This was done with cast iron propellers. When bronze propellers have been fitted even better results may be expected.

Naturally, everyone was delighted—owners, builders and visitors. The visitors were pleased because most of them were business men of Hongkong and they regarded the ship as a credit to the Colony. Mr. J. Reid, the Manager of the Taikoo Dockyard, with pardonable pride, described the vessel as unique. He said he had searched all available records and there was not another ship in the world of the same dimensions which could maintain the speed of the *Taishan*. The Hon. Mr. P. H. Holyoak, the Chairman of the Steamboat Company, after congratulating the builders, declared that his company would very gladly pay the bonus on the contract price which had been so thoroughly well earned. The cost of the *Taishan* is between eight and nine lacs and there was a bonus for each quarter of a knot speed obtained over 15½ knots.

## INTERNAL DECORATIONS.

Speed, however, is not the only or, indeed, the primary advantage possessed by the *Taishan*. The fact that it will travel 16 knots may not appeal particularly to the average passenger. Yet it is certainly destined to become the most popular ship, for local traffic, in South China. This popularity will be earned, not by its speed, but by the general excellence of its arrangements, the comfort of the cabins, the taste and luxury with which it has been furnished throughout. Whether Taikoo wished to create a particularly favourable impression with this first ship built for the Steamboat Co., in anticipation of further favours to come, or whether the *Taishan* represents simply their general standard of workmanship, the fact remains that they have been meticulously careful over every detail with the result that the vessel is, one which, on its smaller scale, will compare favourably with any Pacific or Atlantic liner. There are no disfiguring pillars in the saloon, but a clear space which, with the small tables removed, would make a fine ball-room—certainly an innovation on a river steamer. There is a parquet floor and the furniture is mahogany. Generally, however, specially imported teak has been used for the woodwork and the upholstery in the smoking room is in Danish leather. Messrs. Lane Crawford, Ltd., were responsible for the upholstery but all the woodwork and other internal decorations were done at the Taikoo Dockyard. Mr. R. W. Stoddart, of the Works Department of Messrs. Butterfield & Swire, not only designed the decorative scheme, but supervised putting it into effect and himself actually painted the picture which adorns the smoking room. He was the recipient of many congratulations upon his work yesterday. All the cabins are fitted with bedsteads, instead of bunks, and the corridors are covered with rubberoid.

## "PIRACY PROOF"

A description of the vessel from the engineer's point of view has already been published. It is sufficient to state here, therefore, that the officers' quarters have been so constructed as to cut them off entirely, when necessary, from other parts of the ship. The boat is practically "piracy proof." The steering gear is controlled by the telemotor system—the *Taishan* is the first boat it is believed to use this system in South China—and the Captain is able, by means of a specially constructed telegraph, to bring his ship right alongside the wharf without leaving his own quarters. In addition there is a wireless installation. In every way and in every particular the *Taishan* meets all modern requirements. The ship's bell is interesting to note is perhaps the oldest servant in the Company. It was

first used on a former *Kiashan*. Then it served forty-three years on the *Honam* and was taken from the *Honam* for the *Taishan*. There is accommodation for about fifty first class cabin passengers. There are four cabins-de-luxe, two with two beds and two with one bed—each cabin having a private bathroom; 21 single berth cabins, eight two berth and two three berth cabins.

The vessel was built under the supervision of Mr. F. W. James, the Superintendent Engineer of the C.N.C. and the Steamboat Company and Capt. Innes, the Marine Superintendent of the two Companies. Mr. James represented the owners at the trial yesterday and Mr. J. Reid, of Taikoo, referred to him as "the man who had seen to it that the Steamboat Company had their pound of flesh." Mr. James although admitting that, as representing the owners, he had demanded "the pound of flesh," also frankly admitted that Taikoo "had made a good job of it"—an opinion which was highly endorsed by all who had seen the ship.

## THE LUNCHEON.

As is usual, the trial trip was made the occasion of a small social gathering and the Taikoo Dockyard and Engineering Co. invited a number of guests to the *Taishan* and entertained them to luncheon and a short cruise round the harbour after the speed trials had been completed.

Among the hosts were Mr. C. C. Knight and Mr. A. D. Galloway of Messrs. Butterfield & Swire and Mr. J. Reid, the Manager of the Taikoo Dockyard and Engineering Company. Others present included the Hon. Mr. P. H. Holyoak, Chairman of the Steamboat Company, Chev. J. M. Alves, Capt. W. E. Clarke, and Mr. E. S. Smith of Deacon & Co., Canton (Directors), Mr. J. Arnold, Secretary of the Company, Sir Henry Pollock, Mr. Hanbury-Williams, Capt. S. Robinson, C.B.E., R.N.R. (Empress of Canada), Mr. Syder, Purser of the *Empress of Canada*, Prof. C. A. Middleton Smith, Dr. W. V. M. Koch, Mr. D. H. Cameron (Standard Oil Co.), Mr. R. W. Stoddart, Mr. F. W. James, Capt. Innes, Mr. A. Stevenson, Mr. E. Cook (Hongkong and Whampoa Dock Co., Ltd.), Mr. G. M. Shaw, Mr. S. Baker, Mr. F. J. Shervell (Shipyard Manager, Taikoo Dockyard), Mr. E. Burgess (Supt. Engineer C.P.R.), Mr. E. L. Matteson (Robert Dollar Co.), Mr. J. S. Gillingham, O.B.E., R.C.N.C. (H.M. Dockyard), Mr. W. S. Bailey (W. S. Bailey & Co., Ltd.), Mr. R. M. Johnson (U.S. Shipping Board), Mr. W. A. B. Douglas (Yuell & Co.), Mr. R. Logan, Mr. C. C. Nelson, Mr. R. H. Cousins, Mr. J. B. Chapman, Mr. A. Davidson, Capt. R. D. Thomas, Mr. H. Burgess (Thomas Cook & Son, Ltd.), Mr. D. Abbey and Mr. W. F. Simmons.

## SENTIMENT IN BUSINESS.

Mr. A. D. Galloway presided at the luncheon and, in the absence of Mr. G. M. Young, thanked the visitors on behalf of Messrs. Butterfield & Swire for their attendance at the *Taishan's* trial trip. He then proposed the time-honoured toast of "The Owners" and in a short, but felicitous speech spoke of the close co-operation that there had been over a period of some 46 years between the Steamboat Company and "Taikoo." It was this record of co-operation, he said, which added to Taikoo's feeling of satisfaction when they were entrusted with the order to build this latest addition to the Steamboat Company's fleet. "The bonds which had grown up between them during the years were re-inforced" by such tangible evidence of the Steamboat Company's confidence. (Applause.)

Some of you, he continued, may think that I over estimate the value of sentiment and that when it comes down to business it is the man who deals in hard facts and delivers the goods who secures the orders. I agree that the goods must be delivered but, at the same time, I believe in the power of those unseen strands which are woven over long periods of "honourable dealing." Moreover, in this our latest bargain I venture to think we have delivered the goods—(applause)—although that is a subject which I think I can very well leave to Mr. Reid whose brain conceived and whose hands directed the fashioning of all that has gone to the making of the *Taishan*.

In conclusion, Mr. Galloway referred to the good fortune of the Steamboat Company in always securing men of acumen and ability on their directorate and spoke of their policy in continually striving after the best—a policy upon which he congratulated them, especially in these days when British shipowners required the best in order to maintain their position in China.

## A CHANGE IN POLICY.

The Hon. Mr. Holyoak, in replying, also spoke of the close association between Taikoo and the Hongkong, Canton and Macao Steamboat Company. That association, he said, went back as far as 1879 and during the whole of that time, certainly during the years he had been connected with the Steamboat Company's affairs, nothing had occurred to interrupt the harmonious working and friendly co-operation between them.

In asking you to build this ship, Mr. Holyoak continued, the Directors of the Steamboat Company were perfectly well aware that they were departing from time honoured custom and there was not a little heart burning over the change. I need not go into that. But there was a desire to see what could be done under changed conditions and I venture to think the result to-day has justified our policy. Speaking not as an expert but as Chairman of the Steamboat Company I have no hesitation in saying that the *Taishan* has set a new standard for ship-building in the Far East which will challenge the rest of the world. (Applause.) No gathering, I venture to assert, has ever sat down to a meal on a trial trip in a finer saloon than the one we are occupying to-day. It is a complete and absolute change from anything known upon the river or in local waters. It is worthy of a boat that would cross the Pacific and would stand comparison with the saloons in many of the boats in which you and I have dined when crossing either the Pacific or the Atlantic. (Applause.) I am not only referring to the complete change which has been brought about by the absence of the pillars, a change which makes the whole atmosphere of the saloon cooler and better, but to the many evidences of the wonderful attention to detail. The work in the *Taishan* will stand comparison with, and surpass, the work in any ship I have inspected in this part of the world. (Applause.) If anyone direct from Home came on board he would be amazed at the fine ship turned out by a Hongkong dockyard. Therefore, on behalf of the owners, I desire to thank you not only for the keen interest you have taken in building the ship but for the magnificent vessel you have delivered. You have given us a knot more speed than that contracted for and we shall have the greatest pleasure in paying the bonus you have so well deserved. (Applause.) This ship marks, with the abandonment of the old *Honam* two days ago, a complete turnover of our entire sailing fleet within the last 23 years. (Applause.) I have so much faith in the future of British trade here that I do not hesitate to say that before many months have passed this ship will be travelling up to Canton and back filled to capacity not only with cargo but with passengers (applause); because all the things for which British trade has stood are eternal in trade and cannot be moved. In solving the problems which face her I believe China will come to realise that British—or perhaps I may say Anglo-Saxon—friendship is the thing which can make her the great Empire it is her destiny to become. (Loud applause.)

Mr. J. Reid proposed the toast of "The Visitors" and, in doing so, took the opportunity to pay a high tribute to the staff which had helped to build a ship which he believed was second to none in the world. Sir Henry Pollock briefly replied, confessing that that was the first trial trip of a ship which he had attended during his 37 years' residence in the Colony. In view of the extremely pleasant experience, he added, I think I shall go on others from this time, forward. Mr. Reid then added an unofficial toast to the list by proposing a vote of thanks to all those who had helped in their various ways towards building the *Taishan*, coupling the name of Mr. F. W. James with this toast as the man who had secured the pound of flesh for the Steamboat Company. Mr. James, in reply, paid a special tribute to the work of Mr. R. W. Stoddart.

The afternoon was spent in a cruise around the harbour. On the return journey tea was served and the visitors left the ship about 5 p.m. On Saturday, January 2nd, the *Taishan* will make a trip to Macao, where an official reception, which H.E. The Governor of Macao will attend, will be held on board.

## EXPECTATIONS AT CANTON.

## "PREPARING FOR THE RESUMPTION OF TRADE."

[FROM OUR CHINESE CORRESPONDENT.]

One of the "glad tidings" in the Canton Press during the Christmas holidays was that the boycott would be ended within two weeks and that the foreign firms in Shamen, since December 23rd, have been busy preparing for the resumption of normal trade to be expected after the difficulty is removed.

The 300 Hongkong Chinese excursionists who arrived at Canton on December 28th, on board the specially chartered s.s. *Paul Dean*, were guests at a reception by the General Chamber of Commerce, on the 27th, and visited the cemetery of the 72 heroes at Yellow Flower Hill on the 28th.

The party is considering an invitation by the Canton Government to watch the military review and display by the Army on New Year's Day. At least a number of excursionists will remain in Canton until after the New Year, it is said, whether the invitation is officially accepted or not.

[We understand that with a view to terminating the boycott, pourparlers have taken place with the result of bringing discussion of the terms of settlement within manageable bounds, and a delegation of Hongkong Chinese merchants will shortly join with the Canton Chinese merchants in negotiations with the Strike Committee.—Ed.]

## A SMART CAPTURE.

## WOULD-BE BURGLARS AWAKENED.

A smart capture was effected by two Chinese detectives early on Christmas morning, when two would-be burglars were arrested in the private alley way between the Bank of East Asia and the premises of Wm. Powell, Ltd. At the entrance one of the men was feigning sleep in a ricksha, and at the blind end another was found. He, too, was apparently sleeping. By his side was a basket, which when examined was found to contain a pair of pliers, an electric torch, and some twine. A knife was also found in his possession.

Charged at the Central Magistracy yesterday, the second man was sentenced to two months' imprisonment for loitering with intent to commit a felony, and four months' imprisonment for being in possession of house-breaking implements. The police stated that the first man arrested was undoubtedly on guard whilst the other man made the attempt to effect an entry. He was sentenced to two months' hard labour.

## ALLEGED PIRATE CHARGED.

## SEQUEL TO HOLD-UP OF "PO ON."

At the Kowloon Magistracy before Mr. E. W. Hamilton yesterday, an alleged pirate was charged with being concerned in an armed robbery, with holding persons for ransom, and also with being in possession of arms.

Sub-Inspector K. W. Andrews, in outlining the case for the Police, said that on July 6th the launch *Po On* left Hongkong, carrying 50 passengers, for Wan Ha, on the North or Chinese side of Deep Bay. On arrival at Lik Shu the launch was stopped owing to shallow water, and here a sampan came alongside. Several men boarded the launch from the sampan, and the *Po On* continued her journey. At Wan Ha several more men boarded the launch, and took it to Sha Sheng, where they searched and robbed the passengers, who comprised 15 men and 13 women. These were taken into Chinese territory, and the launch was sent back to Hongkong.

The men were chained in pairs, and one had his ear cut off. Most of the men were released, one escaped and others were ransomed. On December 13th a greaser of the s.s. *Sai On*, who was one of the kidnapped men and had been released, recognised the defendant who was on the ship, as one of the pirates, and had him arrested. Defendant was identified by four of the kidnapped men who had since been released. Evidence bearing out these statements was given, and His Worship adjourned the case.

## BURGLARY AT FANLING.

## GOLFERS ROBBED OF VALUABLES.

Articles to the value of \$75 were stolen from the Fanling Golf Club house on Saturday. Amongst the property stolen were two watches, one gold chain, a pocket book containing \$50 and a safety razor, which belonged to individual golfers who were spending the week-end at the house. It is thought that the articles were stolen during the night. So far the thief, or thieves, have not been traced.

## TO CLEAR

ALL

REMAINING TOYS,  
DOLLS AND GAMES

25%

OFF MARKED PRICES.

A GOOD OPPORTUNITY  
TO BUY QUALITY TOYS  
FOR THEIR BIRTHDAYS.

LANE, CRAWFORD, LTD.

The long years of usefulness  
and Satisfying service  
are assured to each  
owner ofCONKLIN'S  
Pens,  
Pencils  
and Utility Sets.

SOLE AGENTS—

THE WING ON CO., LTD.  
HONGKONG.

## NEW YEAR GIFTS

FOR THE KIDDIES

LITTLE OTS'  
NURSERY TUNES

9 DIFFERENT BOOKS

3 D/SIDED RECORDS IN EACH BOOK.

ANDERSON'S.

W.M. POWELL, LTD.

TOYS &amp; CRACKERS

OFFERED AT

25% DISCOUNT.



## NEW ADVERTISEMENTS

## BANK HOLIDAYS.

UNDER Ordinance No. 5 of 1913, The EXCHANGE BANKS will be CLOSED for the TRANSFER of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 1st and 2nd JANUARY, 1926. Hongkong, 28th December, 1925. [3011]

## NOTICE.

THE HONGKONG & CHINA GAS CO. LTD., beg to Notify their Customers that as from January, 1926, Gas Accounts will be subject to the following Scale of DISCOUNTS providing they are Paid Within the Month in which they are presented:—  
MONTHLY CONSUMPTION  
10,000—25,000 c. ft. ... 3 1/2 per cent.  
25,000—50,000 c. ft. ... 5 per cent.  
50,000—100,000 c. ft. ... 7 1/2 per cent.  
100,000—250,000 c. ft. ... 10 per cent.  
250,000—500,000 c. ft. ... 12 1/2 per cent.  
500,000—1,000,000 c. ft. ... 15 per cent.  
By Order of the Directors,  
L. J. BLACKBURN,  
Engineer & Manager.

3012]

## "GLEN LINE LIMITED."

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENSHIEL" having arrived from the above Ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, Delivery may be obtained.  
Goods not cleared by the 2nd January, 1926, at Noon, will be subject to Rent.  
All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas on 31st Dec. 1925, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must also be submitted within 30 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 28th December, 1925. [3009]

## THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESEBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENALDER."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the Wharves, Delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd January, 1926, will be subject to Rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 16th January, 1926, or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd January, 1926, at 10 a.m. No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, 28th December, 1925. [3013]

## S.S. "CAPITAINE FAURE."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, LONDON &c. also Cargo from COGNAC or as "COMMANDANT DORVILLE" in connection with above Steamer are hereby notified that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery may be obtained.  
Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 4.00 p.m. To-day, requesting it to be landed here.  
Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Tuesday, the 29th instant, at Noon, will be subject to Rent and Landing Charges.  
All Claims must be sent in to us on or before Friday, the 1st January 1926, or they will not be recognized.  
All damaged Packages will be examined on Tuesday, the 29th instant, at 10.00 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. BODENFUESS, Agent.  
Hongkong, 28th December, 1925. [3004]

## HAMBURG-AMERIKA LINIE.

THE Steamship "PREUSSER"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th January, 1926, will be subject to Rent.  
All Claims must reach us by 5th January, 1926, or they will not be recognized.  
All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m. on 3rd January, 1926.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JEBSEN & Co., Agents.  
Hongkong, 27th December, 1925. [3007]

## INTIMATIONS

## NOTICE.

THE HONGKONG AND CANTON MANUFACTURING CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 8, Lower Albert Road, Hongkong, on TUESDAY, 29th DAY OF DECEMBER, 1925, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925. The TRANSFER BOOKS of the Company will be CLOSED from 14th to the 29th DECEMBER, 1925, both days inclusive. By Order of the Board of Directors,  
J. D. THOMSON,  
Acting Secretary.  
Hongkong, 11th December, 1925. [394]

## OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, ABDUL EMBUR, MAHOMED SHAFER, CANTON, HEREBY GIVE NOTICE that in consequence of my desire to conform with the Names of similar Vessels owned by me, have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Motorboat "FUNG MING," of Hongkong, Official No. 133511 of Gross Tonnage 100.63 tons, Register Tonnage 54.59 tons, heretofore owned by me for the permission to Change her Name to "RACE" and have her registered in the New Name at the Port of Hongkong as owned by me.  
Any objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hongkong within SEVEN DAYS from the Appearance of this Advertisement. Date at Hongkong, this 22nd day of December, 1925.  
A. E. M. RAFFER, Owner.  
3000

## CHEONG TAI.

110, QUEEN'S ROAD, CENTRAL.

## CHEAP SALE.

COMMENCING TO-DAY (WEDNESDAY), 29th DECEMBER, 1925.

15 PER CENT. DISCOUNT ON GROCERIES AND SUNDRIES.

10 PER CENT. DISCOUNT ON WINES, SPIRITS AND LIQUEURS.

E. D. DA ROZA, Special Manager.

Hongkong, 28th December, 1925. [2993]

WANTED.—One Furnished and Unfurnished HOUSE on FRANK or LOWER LEWIS, also FLAT in HAPPY VALLEY or CAUSEWAY BAY. Furnished or Unfurnished.—Tel. 4830.—SMALL INVESTORS. [2534]

## TO LET.

ON or about MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRANCON BUILDING" at "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHATELAIN BLVD. and MERRILL BLVD.). Apply to—  
BANQUE DE L'INDOCHINE, Chater Road. [2807]

## TO LET.

COMMODIOUS PREMISES on GROUND FLOOR, 164, DES VERRAS ROAD CENTRAL. Would make suitable Showroom. For full particulars, apply to—  
THE MANAGER, HONGKONG AND CHINA GAS CO. [2514]

## TO LET.

GODOWNS in ALEXANDRA BUILDING (Basement). Apply—  
SECRETARY, A. S. WATSON & Co., Ltd. [2022]

## TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR. Apply—  
UNION INSURANCE SOCIETY OF CANTON, LTD. [2178]

## PREPAID "WANTED" ADVERTISEMENTS

TO LET.—From April 1st, 1926, for Six Months, Well-Furnished FLAT, Four Rooms, Central District, All Modern Conveniences including Elevator. Apply—Box No. 155, c/o Hongkong Daily Press. [185]

TO BE SOLD or TO BE LET.—Two Cottages, Barker Road, Furnished. Apply to DENNIS, BAIN & GIBB. [160]

## VISITORS TO CANTON.

Should Purchase A BOOK FOR THE GLOBE TROTTER FOR HONGKONG TO CANTON BY THE PEARL RIVER

CAPTAIN C. V. LLOYD With Illustrations, Maps and Flags

PRICE ..... \$1.75

On Sale at—"Daily Press" Office, Messrs. KELLY & WALSH, Ltd. Messrs. BERNER & Co.

Hongkong: Canton: Messrs. A. S. WATSON & Co.

## INTIMATION

## PHYSIKURATE

## IN NOCTE CURANS.

## FOR ALL

## URIC ACID

## COMPLAINTS.

## RHEUMATISM, LUMBAGO,

## SCIATICA NEURITIS,

## GOUT, &amp;c.

## All these are caused by excess

## of uric acid.

## PHYSIKURATE

## will absolutely neutralise this

## excess, and free you from pains in

## the muscles, joints and nerves,

## morning dullness and headache,

## nightly twitching of limbs, &amp;c.

## To be taken last thing at night.

## It Cures While You Sleep.

## OF ALL CHEMISTS.

## SOLE DISTRIBUTORS:

## A. S. WATSON &amp; CO., LTD.

## HONGKONG DISPENSARY.

## MARRIAGES.

CHEETHAM—COOKE.—At Shanghai, December 28th, MARGARET SHIRLEY, daughter of Dr. and Mrs. ROBERT E. FITCH, of Hongchow, to CYRIL STEWART, second son of the late W. BAUFORD CHEETHAM and Mrs. CHEETHAM, of Shanghai.  
COOK—BATES.—At Shanghai, December 28th, CLARICE LILLIAN ELIZABETH, elder daughter of Mr. W. L. P. COOK (R.N. Ret.) and Mrs. COOK, of Portsmouth and Shanghai, to Captain STUART HARBOUT, elder son of Mr. and Mrs. W. J. BATES, of Hull.  
LINDSTROM—LARIN.—At Shanghai, December 19th, EVELINE, only daughter of Dr. and Mrs. A. M. LARIN, of Harbin, to JOHN KARL, second son of the late Mr. and Mrs. E. O. LINDSTROM, of Shanghai.

Hongkong Office: 14, Chater Road. London Office: 121, Fleet Street, E.C.4.

## The Daily Press.

HONGKONG, DECEMBER 29TH, 1925.

## THE SHANGHAI AFFAIR.

THERE is no word yet as to how the Chinese authorities and the Chinese people of Shanghai have received the letter of the Shanghai Municipal Council reiterating the expression of its regret at the loss of life occasioned by the measures taken by the Police to prevent mob violence on May 30th, and making a compassionate grant of \$75,000 to the injured and the relatives of the persons killed. But we cannot anticipate that there will be any hesitation on the part of any reasonable man among them to recognise that in the gesture of goodwill which the Council has made to the Chinese people they have gone to very limits of common prudence. Many indeed may be inclined to the opinion that the limits of prudence have been almost overstepped, for in such a settlement there is an obvious danger of weakening the morale of the Police Force, and with it that firm sense of security and protection that the community has hitherto enjoyed. It would be absurd to think for one moment

that the police in taking the action they did on the occasion were animated by any other motive than to protect themselves and the property in their charge from mob violence. A majority of the three Judges who held an enquiry into the affair found that no blame attached to the police, and in judicial courts, of course, the findings of a majority of the Court decide the issue. The Peking cable we published yesterday told us that the finding of the American Judge does attach some blame to the police, but we see it has been stated at Shanghai, where an ampler summary was confidentially received by the authorities some time ago, that Mr. Justice JOHNSON did not condemn the police: "he offered some suggestions"; but the upshot of his finding, the *N.C. Daily News* understands, and emphasises, was not materially different from that of his brother Commissioners—Sir HENRY GOLLAN, the Chief Justice of Hongkong, and Judge SUGA, the representative of the Japanese judiciary.

In these circumstances, we repeat, every reasonable person must recognise that the Settlement authorities have gone to the very limit of generosity in the action they have taken to promote a settlement of the question. The Commissioner of Police and the Inspector must directly concerned are stated to have resigned spontaneously, notwithstanding that "the majority of the Judges exonerate them from blame." According to our Shanghai contemporary, "what they appear to have felt was that, if there could remain any shadow of a thought in the mind of anyone that they were open to criticism, they would rather resign at once than that they should be the slightest impediment, so far as they were concerned, to the full restoration of good feeling between their fellow-countrymen and the Chinese." For this gracious thought, our contemporary says, the British community thank them and will not forget it. The Council's sympathy with those who suffered on that fatal day is "written in terms of solid silver." Our contemporary's only regret—and we assume that it represents a considerable body of public opinion in the matter—is that the grant was not made long ago. It was suggested in the columns of the leading newspaper of the Settlement as far back as July 25th. Then it was suggested that a grant might be made, on the understanding that the strike and boycott were called off, without prejudice to what the Judicial Inquiry might decide: now the grant has been made, notwithstanding what it has decided. "But the result," says our contemporary, "is conclusive evidence of what has been the inner feeling of the Municipal Council throughout, namely, that the issue was always one for them to settle directly with the Chinese of Shanghai and that, in the settling, the Council only wished to exercise that spirit of generosity which they have always sought and will continue to evince." In other words, we take it, there is a disposition to blame the Diplomats in Peking for the delay. A complete restoration of good feeling is obviously essential before it is possible to approach the consideration of those larger questions that loom ahead "questions affecting the whole future of Shanghai, and involving, it may be, an entirely new instrument of government." It is therefore of wide public interest to know on the authority of the leading British paper of Shanghai that what the Municipal Council has done in respect of May 30th is "typical" not only of the feeling in which they are prepared to approach those questions, but of a like sentiment in all foreigners. No doubt it is felt for a moment by our contemporary that it will be cordially reciprocated by the Chinese. It is to be hoped that evidences of this will soon reveal themselves.

Normal telegraphic communication with Peking and Tientsin has been re-established. A Chinese, aged 58 years, succumbed yesterday to injuries received through being knocked down by a motor-truck in Queen's Road West.

The Hongkong and China Gas Co., Ltd., announce by advertisement in another column a scale of discounts for prompt payment of the monthly gas accounts.

A collision occurred between a motor bus owned by the China Motor Bus Company and another car in Lai Chi Kok Road on Sunday. Both vehicles were slightly damaged.

At this afternoon's meeting of the Sanitary Board, there will be considered a minute by the President on the subject of a petition from representatives of the market fish stall-holders.

The only cases of notifiable disease extending over four days to December 27th were one (British) imported case of small-pox; one British case of diphtheria, and one Chinese case of cerebro-spinal fever.

It is stated that an application has been made to the Colonial Secretary by the management of the Queen's Theatre for permission to open the cinema on Sunday, as on week-days. The cinema was open on Sunday afternoon.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., three masters of trading junks, were each fined \$15 each, with two weeks' hard labour in default, for failing to exhibit regulation lights on their junks while under way the previous evening.

An Indian, who had plucked a bunch of flowering shrub in the Botanical Gardens, was fined \$50, or six weeks' imprisonment in default, by Major C. Willson at the Central Magistracy yesterday. The defendant, in excuse, said he had picked them for medicinal purposes.

Singapore tailors again took French leave, last week. This came as a great surprise, inasmuch as a few weeks ago the employers were compelled to accept their terms. These included a substantial increase besides a six-day week. The trouble this time arises indirectly from requests for advances on their wages.

An elderly Chinese passenger of the *s.s. President Jefferson*, who arrived in Hongkong on Saturday was fined \$250 by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, on a charge of being in unlawful possession of a revolver. Mr. J. T. Prior, who appeared for the man, pleaded guilty, and said his client brought the revolver from America for his own safety, having heard of danger from pirates and armed robberies.

At the Peak Church last Thursday, the Rev. T. B. Powell officiating, the wedding took place quietly (only relatives and a few intimate friends being present), of Mr. Harold Walter Hewett, son of the late Mr. H. C. Hewett, of North Shields, Northumberland, and the late Mrs. D. Urquhart, and Miss Evelyn Lennox Paterson, daughter of Captain Lennox Paterson, daughter of Captain Essex. The bride was given in marriage by Mr. James Smith and Mr. A. Urquhart was the best man.

A portrait of Mr. T. N. MacReynolds, Hon. Secretary of the Ex-Active Service Men's Association and its first life member, was unveiled by Mr. T. T. Laurensen, the President of Association, at the Club during the week-end holiday. The portrait was drawn by Mr. Stanley Hill, one of the members of the Association. Mr. MacReynolds was made a life member of the Association at the recent annual meeting, as an expression of gratitude and appreciation of the work carried out by him during his tenure of the Hon. Secretaryship.

News has reached Shanghai of the death at Caulfield, Melbourne, of Mr. A. L. Pinkerton who a few years ago was regarded as one of the most promising Shanghai jockeys. During the autumn racing season of 1921, Mr. Pinkerton, while riding for the Stephen and Stitt stable at Hongkong, was kicked in the head by a griffin and sustained such a serious injury to the brain that, although he received the most skilled medical treatment, he failed to make much progress, and eventually left for Australia in April 1923. The cause of his death was aneurism of one of the arteries of the brain.

A lady who the Director of Criminal Investigations at Singapore said had dodged alien registration at Singapore and Penang, and had "walked through the whole of the Far East without having registered," was named in a police court case against the agent of a French steamer trading with Saigon. He was charged with receiving on board the steamer *one Louise Valdes*, a Spanish subject, whose passport was not endorsed as required. It was explained that the lady is a dancer and had been known in Singapore as *Louise Talley*. She had arrived from Batavia and had transhipped at Singapore for Saigon. A nominal fine of \$10 was imposed on the agent.

## LOCAL WAR OFFICE GIFT. FOR PURPOSES OF HONGKONG UNIVERSITY.

A meeting of the Legislative Council is called for 9.30 this morning. The following resolutions are on the agenda:

- Resolved that whereas the War Office has presented to the Government of Hongkong, for the purposes of the University of Hongkong, the sites of Fly Point and Elliott Batteries, this Council hereby records its deep appreciation of this generous gift.
- Resolved, that the following rule be inserted in the Standing Rules and Orders of the Legislative Council immediately after Rule 18:—
- 13a. The Governor may at any time refer direct to the Finance Committee any proposal concerning additional expenditure not already provided for in the annual estimates.

## KEROSENE ON FIRE.

## BLAZE AT WANCHAI.

Shortly before nine o'clock last night fire broke out on a large junk moored alongside the reclamation work opposite the *Daily Press* Wanchai office. The Hongkong Brigade were quickly on the scene, but not before the junk, which had a cargo of kerosene, belonging to the Texas Company, was well ablaze.

The Brigade worked hard for half an hour and extinguished the flames. The junk was practically gutted, and its cargo destroyed. One of the junk women was slightly burned about the face.

The fire originated, it was stated last night, through a cigarette end being carelessly thrown away on the junk.

## WEDDING.

## WELL-KNOWN CHINESE MARRIED.

A pretty wedding took place at St. John's Cathedral yesterday, the parties being Mr. Shiu-pun Preston Wong, second son of Mr. and Mrs. Wong Yuen Hing, of 74, Peel Street, and Miss Phyllis Grace Jan See Chin, eldest daughter of Mr. and Mrs. Jan See Chin of Hau Tau, Haungshan, and formerly of Cairns, North Queensland, Australia.

The Rev. A. D. Stewart, M.A., assisted by the Rev. T. B. Powell, M.A., officiated, whilst Mr. F. Mason, A.R.C.O., L.T.C.L., was at the organ.

The bride, who was given away by her father, was tastefully attired in white brocade charmeuse, trimmed with white chambray, with an embroidered veil and silver brocade shoes. She carried a bouquet of white roses and maiden-hair ferns. Her sister, Norma, as bridesmaid, wore a dress of blue crepe-de-chine with silver lace trimming and hat to match. Her bouquet was of pink and white roses, set off with maiden-hair fern and matched with pink ribbon. Two other sisters, Irene and Dorothy, attired in pale pink satin with hats to match, were flower-girls. The bride's mother wore a dress of navy crepe-de-chine, trimmed with silver *cinna* rose, and hat to match. Mr. To Toun On was "best man."

After the ceremony a reception was held at the King Edward Hotel. The honeymoon is being spent at Shatin Gap Bungalow. The bride's travelling dress was of navy serge with oriental embroidery, with hat to match.

## MOTOR CYCLE'S ADVENTURES.

## TWICE STOLEN BY SAME THIEF.

That any man who could steal a motor cycle and side-car twice within 24 hours fully deserved to retain the machine was the opinion facetiously expressed by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, when a young Chinese was charged with the offence.

Defendant was charged with the larceny of a Triumph motor cycle and side-car, belonging to Mr. P. Vickers, on Christmas Day and Boxing Day respectively. He was also charged with obtaining meals at restaurants with intent to defraud. Outlining the Police case, Sergeant Rozensky said the machine was left unattended in Cameron Road on December 25th, and it disappeared. Shortly afterwards a report was made to the Yaumati Police to the effect that a young Chinese had obtained a meal at a restaurant, leaving a motor cycle as deposit; not having any money with him at the time. He did not return to the restaurant, and the Police took possession of the machine, returning it to its owner on Boxing Day morning.

Shortly after its return the owner left it outside his residence in Camby Building, and on returning to the street found it had gone again. The police later found that defendant had left the machine at another restaurant after he had had a meal.

On four counts defendant was sentenced to four months' imprisonment with hard labour.



## CABLES

[THROUGH REUTER'S AGENCY.]

## MOSUL DECISION AND TURKEY'S PRESTIGE.

POSSIBILITY OF WAR.

LONDON, December 27th.

A *Westminster Gazette* message from Ankara learns that the territorial loss of Mosul is insignificant compared to the loss of prestige to Mustafa Kemal and his Government, which is still faced with strong opposition in Turkey. The Government may be forced to war to regain its prestige and to avert a revolution at home.

The message adds that the Turco-Soviet Treaty contains a secret clause guaranteeing Soviet support to Turkey in the event of war.

## "RED" TRADE UNIONS INTERNATIONAL.

AMSTERDAM, December 27th.

The Congress of the National Labour Secretariat, presided over by the Dutch Communist Heer Sneevliet and attended by representatives of the British Minority Party and also of the Soviet, has passed a resolution by 118 votes to 4 instructing the Executive to give effect to a resolution adopted by referendum in 1923 to join the Red Trade Unions International.

It also resolved by 118 votes to 3 in favour of the Red Trade Unions International issuing invitations to a World Congress of Red Trade Unions International, of the International Federation of Trade Unions and of organisations not belonging to both Internationals.

## INDIAN CONGRESSES.

DELHI, December 27th.

Raja Panagal, Minister of the Madras Government, in his presidential address to the All India and Non-Brahmin Congress, urged the British Government to take immediate steps to further advance constitutional reforms. The method of achieving this was neither civil disobedience nor obstruction, but meek submission or an appeal to the British nation and the League of Nations through Britain.

He feared the South African Indian problem was fast getting beyond control and advised Indians to change their attitude towards the depressed classes.

## THE BURMAN BILL.

CAWNPUR, December 27th.

The National Congress has passed a resolution urging the Viceroy not to sanction the Burman Bill for the expulsion of non-Burman offenders, also the Bill providing for a tax on passengers arriving in Burma by sea on the ground that it would impair the interests of Indian residents in Burma.

The Congress also passed a resolution condemning the action of the Government in keeping detained persons under the Bengal Ordinance imprisoned without trial for over a year and demanding their release. It also expressed its intention of supporting the Sikh prisoners who are insisting on unconditional release as a result of the Guardwara settlement.

## SPEECH BY AN AMERICAN.

Professor Holmes, of Pennsylvania University and the American Federation of Labour, in a speech assured the meeting, amid applause, of American sympathy with and support of the movement toward freedom in India and said the West were looking to Gandhi for his kospel.

## REPARATIONS ENQUIRY.

## U.S. DELEGATE IN FRANCE.

CHERBOURG, December 27th.

Professor Edwin Kemmerer, the American delegate to the Reparation Commission, has arrived.

## M. CHICHERIN'S RETURN TO MOSCOW.

Moscow, December 27th.

M. Chicherin has arrived, on completion of his tour of European capitals.

## ALLEGED RUSSIAN ATTACK ON AFGHAN POST.

ALLAHABAD, December 27th.

Newspapers at Kabul report that Russian troops suddenly and unprovokedly attacked and captured the Afghan post of Dardak in Badakshan and occupied the surrounding territory.

## EARTHQUAKE IN ITALY.

ROME, December 27th.

A message from Terni reports that a short but severe earthquake shock was felt in the evening. There was no damage.

## OBITUARY.

## REAR-ADMIRAL MACLEAN.

LONDON, December 27th.

The death is announced of Admiral J. C. B. Maclean, who was responsible for the naval transport service in wartime.

[Surgeon Rear-Admiral Maclean was 78 years of age. He joined the Royal Navy in 1872. He was present at the bombardment of Alexandria, and served in the Egyptian campaign, being specially promoted (1882). Admiral Maclean retired in 1907, but undertook naval transport direction when the Great War broke out. He was made a Commander of the Order of the Bath in 1917.]

## LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

## AMERICA AND BRITISH RUBBER.

## ENGLAND'S "WICKEDNESS."

WASHINGTON, December 28th.

The Press and public men are growing daily more indignant and unrestrained in their expressions when discussing England's "wickedness" in advancing the price of rubber.

Mr. Longworth, speaker of the House of Representatives, speaking at Akron, Ohio, said there seemed to be a conspiracy among nations producing rubber to restrict the output and increase the price. He described restrictions as "an international swindle" and declared that Congress was seeking every means to help American manufacturers to meet British restrictions and competition.

## BIG FIRE AT AN OIL DEPOT.

## FIVE MILLION PESOS' DAMAGE AT BUENOS AIRES.

BUENOS AIRES, December 28th.

Damage to the extent of five million pesos was done by fire at a petroleum depot belonging to an Italian-Argentine firm. The fire is believed to have been caused by lightning which accompanied a severe storm yesterday afternoon. Several tanks were completely destroyed. The Government rushed up assistance to prevent the spread of the conflagration endangering shipping.

## THE SHANGHAI AFFAIR.

## CAREERS OF THE POLICE OFFICERS WHO RESIGNED.

The *N.Y. Daily News* says the resignation of Mr. J. K. McEuen, Commissioner of Police, brings to a conclusion a connection of 23 years with the Shanghai Municipal Police. His father, Capt. McEuen, who was formerly in the Navy, was at the head of the Shanghai Police force at the end of last century, and after being trained in the Royal Irish Constabulary his son, who now resigns, was appointed to the Shanghai Police Force, ultimately succeeding Col. C. D. Bruce as its head. The period during which he has officiated as Commissioner has been more arduous than that of any other times the Settlement has on several occasions been subject to invasion by bands of defeated troops seeking sanctuary, while warfare has been waged on its very boundaries. In addition during such time the work of the Police has been made infinitely more difficult and dangerous than ever before by the smuggling into the country of vast quantities of automatic pistols which have made the armed robber menace so serious.

Inspector E. W. Everson probably was very little known to the general public of Shanghai prior to the incidents of May 30th, for he is of a quiet, modest and retiring disposition and one of those officers who appear to make police duties both their work and hobby. His rapid promotion to inspector in charge of one of the most important stations in 15 years is proof sufficient of his energy. Inspector Everson joined the S.M.P. in 1906 and was promoted sergeant two years later. In 1915 he went home for war service, joining the Welsh Regiment and serving in the ranks until the conclusion of hostilities. He returned to Shanghai in 1919 and the same year was promoted to be Sub-Inspector. In 1921 he became a full Inspector.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## JAPAN SHELTERS KUO'S CIVIL OFFICIALS.

## DEMAND FOR THEIR SURRENDER REFUSED.

TOKYO, December 28th.

A Foreign Office message from Mukden states that Marshal Chang's son has demanded that the Japanese Consul-General should order the Consul at Hsinminfu to give up eight of General Kuo's civil officials who are refuting in the Consulate there, but the request was refused as it is understood that Marshal Chang intends executing them.

The Consul-General is arranging a Japanese police escort to bring them safely to Mukden.

## THE FATE OF GENERAL KUO.

Though it is not confirmed officially, the Government spokesman believes the reports that the heads of Kuo and his wife were exhibited publicly at Mukden, and he expressed disgust that such barbarities had been practiced.

The vernacular papers also consider the incident to be most regrettable though they say Kuo deserved death as a traitor.

## HOW TIENTSIN WAS CAPTURED.

## BITTER BAYONET FIGHTING.

SHANGHAI, December 28th.

Reuter's correspondent at Peking, under date of the 24th inst., says that capture of Tientsin by the troops of Marshal Feng Yu Hsiang was preceded by very heavy fighting.

On the 22nd, the Kuominchun forces attacked early in the morning, and after sanguinary bayonet fighting, gained General Li Chang Lin's defence system near Peitsang.

Li Chang Lin counter-attacked that afternoon and regained some of the lost ground. Eye-witnesses state that hundreds were lying in the trenches and 1,500 Kuominchun wounded had already been brought in to Peking by the 23rd inst. from the previous day's fighting.

There was further fighting on the 23rd, as a result of which Li Chang Lin's Fourth Division broke, but he rallied them and established a line three miles from Tientsin Central Station.

As the result of further heavy fighting next morning, Li Chang Lin's troops scattered in disorder.

## NEW CHIHLI GOVERNOR APPOINTED.

PEKING, December 27th.

A Mandate has been issued appointing Marshal Feng Yu Hsiang's supporter, General Sun Yueh, as Military and Civil Governor of Chihli Province, in place of the defeated General Li Chang Lin, whose whereabouts are unknown.

Railway and telegraphic communication has been restored between Tientsin and Peking.

## BRITISH PRESS ON THE SITUATION.

## TRIBUTE TO JAPAN.

LONDON, December 28th.

In a leading article on the Chinese war, the *Daily Telegraph* declares that the Japanese Government, which has shown real statesmanship in a trying situation, has acted promptly on the news of Chang's recovery, recalling the troops from Mukden and withdrawing the order relating to the six-mile zone, in which connection the journal is sure that neither Great Britain nor the United States in similar circumstances could have remained indifferent to the risks facing their nationals.

The journal expresses the opinion that but for the presence of a small disciplined Japanese force, Mukden might have been sacked last week and incalculable damage done. "Japan has shown once again," it says, "that she is most anxious about the future of her trade with China, she can exercise patience and prefer to employ diplomacy rather than force."

## "THE TIMES" COMMENT.

The *Times* in a leading article says it finds little satisfaction in the most recent developments of the Chinese war except the fact that the success of Chang, Tso Lin means that one of the Soviet intrigues in China has miscarried. Trade continues to suffer, and industry to decay while China's alleged friends at Moscow continue to manipulate Chinese dispensations for their own political ends, believing that they can inflict enduring injury on the commercial interests of all capitalist States, especially Great Britain in China.

The article refers to the obstacles to granting foreign aid in restoring order and observes that in any case no Chinese individual leader is worth British support if only because none can absolutely rely on their own soldiers and colleagues. "The *Times* adds that there is nothing in Chinese history to forbid hope in China's eventual recovery and concludes by applauding Japanese action on the lines of the article in the *Daily Telegraph* already cabled.

## THE POWERS AND CHINA.

PARIS, December 27th.

In well informed circles it is declared that the Powers interested will not despatch a "Joint Note" to the Chinese Government in regard to present events in China.

## A FRENCH COMMENT.

WESTERN POWERS AND THE MOSCOW PERIL IN CHINA.

PARIS, December 28th.

Commenting on events in China the *Gaulois*, after referring to endeavours on the part of the Moscow Government to supplant the Western Powers in the prestige they have acquired in Asia, concludes: "It is, precisely this which aggravates the problem imposed by Europe's attitude of abstention in the effervescence in China. Logically, an agreement ought to be reached between the Western States to avert this peril."

## THE GOVERNMENT AT PEKING.

FUNCTIONS REVISED.

PEKING, December 28th.

Mandates have been issued appointing Hsu Shih Ying Premier and revising the regulations governing the functions of the Provisional Government, providing henceforth that the Cabinet shall be "responsive" and devise and carry out reforms in accordance with the people's wishes. Tuan Chi Jui remains Chief Executive.

## BRITISH PROTESTANT MISSIONARIES IN CHINA.

## IMPORTANT AGREEMENT ANNOUNCED.

LONDON, December 28th.

The standing committee of the conference of Missionary Societies of Great Britain and Ireland has issued a statement to the effect that the Protestant Missionary Societies have reached an agreement in regard to the principles which should govern their work in China in the future. They desire to rest not upon treaties reluctantly accepted, but upon such provisions as may be freely accorded by China as the Sovereign Power, and agreed upon in equal co-operation between China and Great Britain.

Willingness is expressed to accept such rights in place of extra-territoriality as shall be accorded in a similar manner. The Societies have expressed to the Chinese Minister in London their appreciation of the friendship and goodwill shown to them by the officials and people of China, and their desire to work in harmony with the laws and customs of China and to abstain from interference in the administration of justice and public business.

## MINERS' "CA' CANNY."

## OPPOSITION TO NEW MACHINERY.

## POLITICAL AGITATION.

Mr. W. A. Lee, Secretary of the Mining Association of Great Britain, giving evidence before the Coal Commission recently, said that the association were concerned that no solution of the problem of the industry would be found until the industry had the same freedom as before the war to negotiate its wages settlements district by district.

"Sir Herbert Samuel (the chairman) asked if it were the opinion of the association that 'ca' canny' prevailed to any considerable extent."

Mr. Lee: Yes. I could quote very numerous instances at the present time, particularly where new machinery is being introduced. Machinery has been introduced and owing to 'ca' canny' it ultimately had to be withdrawn. As the rate of wages went up the rate of output went down.

The eight-hours day in itself would not solve the economic problem of the industry. A memorandum submitted by the Mining Association stated that in the Ruhr, our principal competitor in the coal export trade, wages only formed about 55 per cent of the total cost of production, whereas in this country they amounted to about 71 per cent. In the Ruhr the total cost per ton disposable was 10s. 8.85d. In Great Britain the total cost was 18s. 7.05d. under the seven-hours day, and 16s. 7.45d. under the eight-hours day.

## COSTS TOO HIGH.

The broad conclusion of the memorandum was that the root cause of the severity of the depression in the coal industry and the heavy coal consuming industries was that costs of production and transport in this country were too high.

Mr. Lee said that the special prominence in the public eye of the coal industry was due to the efforts of the coal miners' leader, who had an ulterior motive in view, namely, to destroy the efficiency of the industry with a view to destroying private enterprise.

Mr. Herbert Smith, for the Miners' Federation, mentioned the sum of £75,000 which the Mining Association had spent on propaganda.

Mr. Lee: We should like to have spent ten times what we have spent.

## RUSSIAN DANCERS IN COURT.

## SEQUEL TO THEFT FROM WING ON CO.

Before Major C. Willson at the Central Magistracy yesterday, the two Russian women, Daria Samoiloff and Tamara Loskoloff, again appeared on remand on a charge of the theft of four rolls of silk, valued at \$475, from the Wing On Co. on December 22nd.

Mr. C. A. S. Russ was for the defence, and the hearing of the case which began in the morning was concluded in the afternoon.

The Manager of the piece goods department of the Wing On stores, said that at 5 p.m. the two defendants entered the shop to buy some black satin. They bought twelve inches, for which they paid the sum of \$2.10. They both asked to be shown some satin, the same colour as a coat which one of them was wearing. Witness went away to look for the satin, but could not find it; and when he returned he sent a foki, who had given the defendants change for their purchases, to find the material. He glanced at a show case, and it looked as if there were some rolls missing. He noticed that one of the defendants was holding her coat tightly about her, and that the coat was bulging. The foki returned with the satin they had asked to see, but they were not satisfied, and walked away. Witness followed them to another part of the premises, and one defendant, becoming frightened, turned back, and taking a roll of silk from under her coat placed it on a table. She then walked about two paces to a verandah, and witness saw the ends of three other rolls protruding from her coat.

Cross-examined by Mr. Russ, witness denied that defendants were looking at silk in the shop for about a quarter of an hour. They did not buy anything, except the twelve inches of satin. There was an exit from the verandah. The defendants did not take the material to a window to examine it. Witness, in reply to further questions, also denied that he became impatient and swore at them. Asked if he or the defendants lost their temper, he said that one of them lost temper.

Mr. Russ submitted for the defence that the prosecution had not made out a case. There had been some trouble in the shop, and both the salesman and the defendants lost their tempers. He further submitted that it would be a physical impossibility for the defendant to have hidden and carried under her coat four heavy rolls, such as those produced, and have effectually concealed them for a quarter of an hour or so while carrying out a transaction with the salesman.

Mr. Russ in conclusion submitted there was no case against Tamara Loskoloff, who had not even taken a pin and was not even charged with conspiracy.

His Worship agreed with Mr. Russ as regarded this defendant and discharged her.

The other defendant, Daria Samoiloff, gave evidence in the witness box and said that she and her companion were Russian dancers. They were returning from Canton to Shanghai and had booked a passage for the Northern port on a Japanese steamer, by which they had not been able to sail owing to this case. They went to Wing On stores, where she wished to purchase some blue silk, but could not find what she wanted. She then decided to buy some black material and asked the assistant to cut her off three yards of it. However, as she could not get any embroidered silk to match this material, she decided not to have it, and apparently becoming annoyed at this, one of the Chinese began swearing at her in Chinese, a language she understood. Becoming annoyed, she swore back at him in Chinese, and she started the trouble. She was carrying four rolls of silk in her hand to the verandah, for the purpose of matching it. The rolls were opened and they were still open when taken to the police station. She made no attempt to conceal them and denied that she attempted to walk out of the shop with the rolls under her coat.

Mr. Russ said that whatever His Worship might think in this case, he submitted it was altogether too doubtful for him to convict. The witnesses for the prosecution had not supported the allegations by their evidence.

His Worship said he had made up his mind that it was a case of larceny and believed the evidence of the prosecution. He added that he believed this defendant deliberately tried to take away these goods. She would be fined \$100, with the alternative of six weeks' imprisonment.

## A BROKEN BOTTLE.

## CHINESE FINED FOR SMUGGLING BRANDY.

A Chinese seaman pleaded guilty at the Central Magistracy yesterday to a charge of unlawful possession of dutiable liquor, and was fined \$10. An order was made for the confiscation of two bottles of Martell's brandy found in his possession.

He was seen to land on Sunday from a sampan at the Praya near the Western Market, and on being questioned by a Revenue Officer, he dropped a package he was carrying and one of the bottles was broken.

## THE "TUNGCHOW" PIRACY.

## A SHANGHAI COMMENT.

## CRITICISM OF HONGKONG GOVERNMENT.

The *Tungchow* piracy, the *N.Y. Daily News* says, is more than an outrage by Chinese pirates; it is public scandal which ought never to have been possible, and which is a deplorable reflexion on those basically responsible for the safety of British ships in Chinese waters.

## ABSENCE OF WIRELESS.

The weak feature about the whole system, or so-called system of piracy prevention on the China Coast is the absence of wireless telegraphy on the ships; that and nothing more.

Even five years ago, before piracy was revived, the question of the general installation of wireless apparatus on passenger-carrying vessels on the China Coast was an important one. As piracy succeeded piracy and murder and outrage became more than important—it developed into an urgent necessity. But still, apparently, nothing of a concrete nature has been done and now the matter is nothing less than vital: to the preservation of the lives of those who travel in ships in these parts, to the shipowners themselves, and to the public generally. It brooks no further delay, and neither the authorities responsible nor the shipowners concerned can be permitted to bring about delay.

Let us be fair to the British shipowners more directly concerned and state the facts concerning wireless as far as they are known by anyone not in the confidence of officialdom. The early piracies, round about the year 1921, showed without doubt or cavil that wireless on all vessels likely to be attacked was the surest preventive. The late Commander Beckwith, when Harbour Master at Hongkong, said so publicly more than three years ago; the officers of the ships have been pressing the point on the Hongkong Government and the shipowners year after year; and gradually the shipowners came to the same point of view. Wireless sets were imported, and if they are not available for every British ship on the China Coast, we have good reason to believe that there are more than enough to fit every passenger-carrying ship. Many of the ships have actually had the wireless cabins built on board and the apparatus, complete in every detail, stowed ready for use. Two big British shipping companies appear to have been fully reconciled to the inevitability of general wireless installations, for about eighteen months ago they started a wireless school at Hongkong which, under the aegis of the Hongkong Government, was to train Chinese as wireless operators and give them certificates which would be recognized for any British ship in the parts. And then, according to the information at our disposal, the trouble started. The Hongkong Government laid down certain rules regarding the nationality and personal eligibility of candidates which, apparently, have nullified everything that has been done, and so far as can be seen, wireless for all British ships is as far away as ever.

The Hongkong Government and the shipowners owe it as a duty to the general public and to the men who daily risk their lives at the ruthless hands of pirates, to say exactly what has been done and what it is the immediate intention to do. The present situation is so intolerable that any further unnecessary delay cannot be brooked; and if the *Tungchow* piracy serves the end of bringing matters to a head, the sufferings of the master of the *Tungchow* and the awful mental strain those four days by her passengers, will not have been in vain.

## A NEW STAINLESS STEEL.

## AN IMPORTANT DEVELOPMENT ANNOUNCED AT SHEFFIELD.

An important advance in rustless steel was announced last month by Dr. W. H. Hatfield, Principal of the Brown-Firth Research Laboratories, Sheffield.

Speaking at a meeting of the Sheffield Trade Technical Societies, Dr. Hatfield said that the success of the stainless steel used for cutlery had led to its application to other purposes. In general engineering the demand for a similar steel had been met, but the further demand for a soft, malleable and pressure stainless steel could not be met. The class of chromium steel to which the preceding stainless steel belonged. A rustless steel had now, however, been placed on the market having entirely different characteristics. This new steel, if treated at a high temperature, was rendered extremely soft and ductile, and possessed unusual properties. It could be freely worked either hot or cold, and would not harden on quenching, and was being produced in sheets, strips, bars, section, wire, tube and casting. The increased chromium content, with the addition of nickel, had made the steel even more successful in its resistance to staining. The action of sea water and spray was perhaps the most serious of the corrosive media, and the new steel completely resisted this action, even under the searching conditions of being alternately wet and dry. It was equally successful in resisting the action of nitric acid of all strengths and at all temperatures. The essential acids in foods, such as citric, acetic and lactic, were also completely resisted.

Discussing the future possibilities of this steel, Dr. Hatfield expressed the hope that the lighter trade of Sheffield would thoroughly investigate its claims with a view to extending operations to many articles not now made in Sheffield, but which might be produced from the new metal.







## Hongkong Weekly Press.

WE ARE CONTINUALLY RECEIVING ORDERS FOR "COPIES OF EACH ISSUE OF THE HONGKONG WEEKLY PRESS PUBLISHED SINCE THE COMMENCEMENT OF THE STRIKE."

THESE ORDERS CANNOT BE FILLED BECAUSE MOST OF THE ISSUES HAVE BEEN SOLD OUT.

THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8TH.

AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

BACK COPIES OF THE ISSUES ENUMERATED ONLY CAN NOW BE SUPPLIED. TO SECURE THE REGULAR DELIVERY OF THE WEEKLY IN FUTURE, EITHER IN HONGKONG OR TO ANY ADDRESS IN ENGLAND, SUBSCRIPTION ORDERS SHOULD BE SENT TO THE HONGKONG DAILY PRESS.

### SUBSCRIPTION RATES:

Hongkong: one year	...	...	\$13.00
Do. Six months	...	...	\$ 6.50
Any address: post free one year	...	...	\$15.00
Do. do. six months	...	...	\$ 7.50

## ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN

SOLE AGENTS:

MITSUI BUSSAN KAISHA LTD.,

HONGKONG.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1925.

With Index (Price—\$7.50).

Original at the Hongkong Daily Press Office

THE NEW FRENCH REMEDY  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
No. 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Weakness, with 25 TABLETS GUARANTEED PAINLESS TO TAKE. No. 1 & 2, 100 Tablets. No. 3, 50 Tablets. Price 1/6 each. Write to THE NEW FRENCH REMEDY, 10, Abchurch Lane, LONDON, E.C. 4.

### PRIMO DE RIVERA. CAN HE SAVE SPAIN FROM DISASTER?

[BY HAROLD BECHIE.]

After Mussolini, Primo de Rivera is probably the most interesting man in Europe. He has achieved for Spain a measure of the great things achieved for Italy by *Il Duce*, and by methods which are sufficiently alike to bracket the two names in journalism, if not in history. However, Primo is as different from Mussolini as Rabelais from Milton. In appearance the present master of Spain is a good-looking, soldier-like, and elderly *don riva*. He is tall, upright, broad-shouldered, and deep-chested, with a stomach too intransigent for a uniform but reasonable enough in plain clothes. His face is a lively red, his eyes a kindling blue, his hair silver, his voice high-pitched and yet husky. All his movements are quick, easy, and gracious. Women call him a charming person. He is alert, yet kindly; energetic, yet amiable; decisive, yet friendly. First and foremost, a man of the world, making a joyous use of inextinguishable vitality, he is afterwards the bold soldier to whom adventure and hazard are the full breath of existence. Never was a *maka*, one would say, more ready to risk everything on a throw of the dice, or more impulsively sure that victory goes to the bravest.

I am conscious in this gay, reckless, and emphatic personality of many limitations, but also of the immense force of materialism. He makes me feel that a man of energy who casts clean out of his mind all hauntings of the divine and who lives with extreme courage and honest frankness in the full sweep of animal vitality, so long as his health lasts and his luck holds, may dominate his fellow-men. To compare such a man with the pale saints of political idealism is to compare Rubens with Greco. Wagner with Brahms, or Charles Dickens with Jane Austen. The riotous character of his heart, the pace of his mind, and the boldness of his spirit urge him far afield from all delicate debate, and also from all intellectual aspirations. He is the man of action, governed only by practical considerations, and so devoid of the elementary facts of human life that the dreams of the idealist than he has patience with the wordiness of the mere pedant.

#### A SHORT WAY WITH TRAITORS.

He loves Spain, and believes that patriotism is the natural religion of honest men. For the politician who uses patriotism to feather his own nest, Primo's contempt is deep but not explosive. The politician who gets drunk with the doctrines of Liberalism and never stops talking about ideas, he has an amused disdain. But for the politician who traffics in sedition he has an anger which can express itself only in action. He seized power in order to deliver Spain from the robbery of corrupt politicians, from the waste of money on incompetent politicians, and from the danger of tolerated and traitorous politicians. In a moment of time he dismissed the robbers, silenced the talkers, and clapped the traitors into prison. Only towards the traitors has he shown the sternness of his character.

His revolution has been the revolution of a good-natured man who is determined to save his country from ruin, but with as little fuss and disturbance as possible. Everyone in Spain knows that he is not a Mussolini and that he does not seek to set up as an inspired leader of mankind. He is known to find distraction from work in the excitement of the table with to enjoy the pleasures of the table with a zest that would pale the cheeks of a dyspeptic. Never will the Spanish nation, which is a sentimental and romantic nation, acclaim him as a hero or follow at his heels singing the Hymn of Riego. The cynics of Madrid and Barcelona accept him as a *pro tempore* policeman, whose career it is amusing to watch; the more responsible citizens are anxiously considering what is to come after him; and only the rich and powerful Church wishes him to stay where he is. Even the military party are not yet perfectly satisfied that he is their man, which makes it difficult for him always to act as he wishes to act.

#### A CRISIS APPROACHING.

It is an interesting speculation, whether Primo might have done a really great and lasting work in Spain if he had been inspired by the moral idealism which is the soul of Fascism, and so had been supported by a great body of the nation. He has done great things, and without bloodshed, reprisals, or violence of any questionable kind; even the intellectual Madrilenos and the anxious business men of Catalunya, who dislike militarism and are indignant concerning the censorship of the Press, acknowledge that never has a dictator in the whole history of Spain been so merciful towards his opponents and so consciously good-natured to those who would like to destroy him. But no one feels that he is a lasting power, and many say that already some of the evil things are beginning to creep back. I have good reason to fear that Spain is approaching a crisis of the first magnitude—brought about by forces which are wrecking our own industrial fortunes. have certain figures, not yet published to the world, which will convince the most sceptical that something little short of a miracle is necessary to save the Spanish people from very grave economic disaster. Two men appear to stand between the nation and this threatening crash—one Primo de Rivera, a born gambler; the other Alfonso the Thirteenth, whose divided personality is still a subject for interesting speculation. I shall venture to write of the King in writing more fully of the economic condition of Spain, but for the present I must limit myself to Primo, whose relishing character and impulsive nature are something more than a picturesque element in the present situation.

It must be understood that because he had the Army at his back, with the Church ready to acclaim him if he proved successful in his *coup d'etat*, Primo has been able to do great things for Spain in spite of the nation's scepticism. He has stamped out the bandits and robbers who for centuries had disgraced Spanish civilisation; the Civil Guard of Spain is perhaps the finest body of armed men in Europe, both physically and morally. He has made an end of the Anarchist menace, which was using the weapon of the strike to ruin the industries of Catalunya. He has entirely reformed the wasteful prostration of Madrid Governments, which delayed industrial development in the north and hampered social reform in every province. He has bettered, not much, the situation in Morocco. He has attempted to quicken the work of education in a country which is still shamefully illiterate. And, finally, he has established a principle of authority in a nation which had lost all sense of its value. There are considerable things, some of them great things. But because he is essentially a second-rate person, without culture of any kind and with no substantial mastery over the Military Party, Primo has entirely failed to inspire the Spanish people with that enthusiasm for his ideas and that faith in his character which are essential for a national *renaissance*. "He has good intentions," I am told, "but one misses in him both the genius of statesmanship and the spirit of sacrifice." The only part he can hope to play in saving Spain from disaster would seem to be that he should continue in power until some greater man appears to take over the Government of the country before the state of law and order, which Primo has so admirably established, gives way to revolution.

#### A WEARY NATION.

It must be understood in his defence that the Spanish people, charming and good-humoured as I find them, are infinitely less ready for a new spirit in their national life than the people of Italy. It is not altogether the fault of Primo that the exports of Spain are as critically languishing as our own, or that 60 per cent. of the people remain as illiterate as the people of Russia. One of Primo's severest critics, a man of real education and a progressive politician, said to me, "There is no social conscience in Spain. The rich merely fight against taxation; the Church remains in the Middle Ages; the Socialists have no ideas; and the parties of progress are groups of persons united together only to increase their salaries and better their positions."

I asked him what would happen if Primo fell and the politicians returned. He replied, "Chaos."

Therefore, in criticising Primo, it is necessary to bear in mind that the Spanish nation is the greatest of all his difficulties. In Italy one breathes the air of the dawn and feels at every moment the renewal of spring. In Spain one is conscious of an autumn twilight of great weariness, and also of the menace of gathering storm. To the best Italians Mussolini appeared as an answer to their prayers for a national deliverer. Primo long-suffering and cynical Spaniard believes in a politician. The Italian believes that the more things change the more they remain the same.

What can Primo do with a nation which really does not very much care whether it flourishes or lives from hand to mouth? At the present moment he is making a rather half-hearted attempt to inspire the Spanish people with the spirit of Fascism; but after-thoughts in statesmanship seldom succeed. He is perhaps nothing more than the nominee of a body of officers wise enough to see that discipline is essential to salvation but foolish enough to believe that the Spaniard cares two straws about Morocco. By far the most forceful of these officers, a true patriot, and a man as brave as he is reckless, Primo is nevertheless master of Spain only in name and only so long as the industrial fabric of the country holds together.

(Continued on next column.)

### ART'S LEAGUE OF NATIONS.

LORD BIRKENHEAD ON ITS  
INFLUENCE.

PROMOTING WORLD PEACE.

The Earl of Birkenhead, opening the twenty-ninth London Exhibition of the International Society of Sculptors, Painters, and Gravers, at the Royal Academy, emphasised the part that Art played in promoting the harmony of the world and the comity of nations.

He offered on behalf of His Majesty's Government a sincere welcome to the representatives of countries which had contributed by pictures, sculpture, and other works of Art to an exhibition whose success, even from a casual inspection, he believed was already assured.

This was, he said, the forty-ninth exhibition in all that had been held by the society. Twenty of them had taken place in the United States and others in Canada, Berlin, Munich, Dusseldorf, Buda Pesth, and in other European centres. It was the only organisation which presented foreign art in Great Britain and which presented British art abroad. Mr. McNeill Whistler was a president, and there had been a remarkable succession of other eminent presidents. The Association of the great sculptor Rodin with this country was through that society.

#### NO EXTREMES.

The society introduced the great French and other impressionists, but he was assured, and he readily believed, that it had never made itself responsible for what he might call the "anti" and "fugitive" phase of art.

His Lordship mentioned that many leading artists of repute in Great Britain, Germany, Switzerland, Austria, and Czechoslovakia had taken part in the work of the society, and said that the present exhibition was both widespread and comprehensive, and that the majority of the exhibits showed the latest development of progressive art, while other phases of Art had not been neglected.

The interest which other countries had taken in that exhibition was specially marked, and for the first time the authorities of the Royal Academy had lent their rooms as a suitable *mise-en-scene*.

It was, said Lord Birkenhead, all to the good that there should be an international and cosmopolitan organisation in the sphere of Art. It was a commonplace to point out that Art had nothing to do with whatever with politics, whether national or international.

#### SANITY IN WAR TIME.

"Even amid the passions excited by the late unhappy struggle," he said, "there was evidence that some degree of sanity was observed in this matter in the different countries of the world. That is due to those who took part in exhibitions of this sort. They have made it possible for Art to make a striking contribution to the harmony of the world and to the mind of an age in which there is much that is materialistic, of what, in beautiful and picturesque surroundings, may be done in a work which of all others will promote the comity of nations."

No one at all acquainted with Spanish history or with Spanish character would be so foolish to prophesy concerning the future of this adventurous and light-hearted cavalier of politics, who cheerfully risks death at every hour of the day for his country.

But Primo is a gambler and an optimistic gambler. He believes in his star. He loves life too well to be afraid of it. And he hopes, in spite of grievous disappointments and all the tremendous difficulties ahead of him, that when his compatriots see that he is working disinterestedly for the national welfare they will at least like him well enough not to destroy him.—Daily Mail.

### PAPER PLAGUE UPON THE NAVY.

[BY A NAVAL EXPERT.]

Prior to 1918 the business of the British Navy was to keep the seas and fight when required. Both these things it did admirably. Since 1918 its chief occupation has been the filling up of forms—mostly redundant.

The Navy does not like this change of activity and disagrees with Mr. Bridgeman's description of it as necessary. In the privacy of wardrooms one often hears this disagreement emphatically and somewhat impolitely expressed.

Since the war ended the quantity of "paper work" laid upon the Navy has more than quadrupled. Returns of all kinds have to be rendered in triplicate, quadruplicate—and worse. As it is "duty" the Navy tackles this weary task, but in no joyful spirit. Officers snowed under in this blizzard of paper pray fervently to their gods that the Admiralty may be speedily delivered from the plague of desk men that has fastened upon it. But the petition is hopeless. Mr. Bridgeman has made it clear that the desk men are too firmly fixed to be shifted.

Their occupation consists in extracting from form-pestered sea-dogs the where-withal to fill in pigeonholes. Marvellously expert they are at it, too. "From X Y Z 403 B D 201" is demanded from the Navy at large and has to be rendered. Duly "noted" and initiated, this document goes to Whitehall, where it is pushed along from one desk to another, gathering a series of "Concurs" or similarly laconic comments on its margin until it comes to rest in a pigeon-hole. There it remains until some "desk bloke" digs it out again and makes it the basis of another attack upon the time that sailors should be devoting to things that really matter.

Much of this paper work does not matter. That is what annoys those upon whom it is inflicted.

Even accountant officers, whose duty lies in that direction, are overloaded with it. To medical officers it is perplexing. To such lengths is the form-filling carried that a man cannot be given a hammer to do a job of work without this paper sea being set in motion. It is used to be said that France was the only country in the world wholly governed by the "forms" and "indents" of bureaucracy. Unfortunately for the peace of mind of its officers the British Navy has drifted into a similar condition.

Notwithstanding what Mr. Bridgeman says, a great part of this represents money and labour wasted. If the Admiralty were to trim down its staff of desk men the Navy itself would be none the worse—and ever so much happier!—Daily Mail.



Cuticura Should Be In Every Home

Daily use of Cuticura Soap keeps the pores active and the skin clear and healthy, while the Ointment heals pimples and other irritations. Cuticura Talcum is a delicately medicated antiseptic powder of pleasing fragrance.

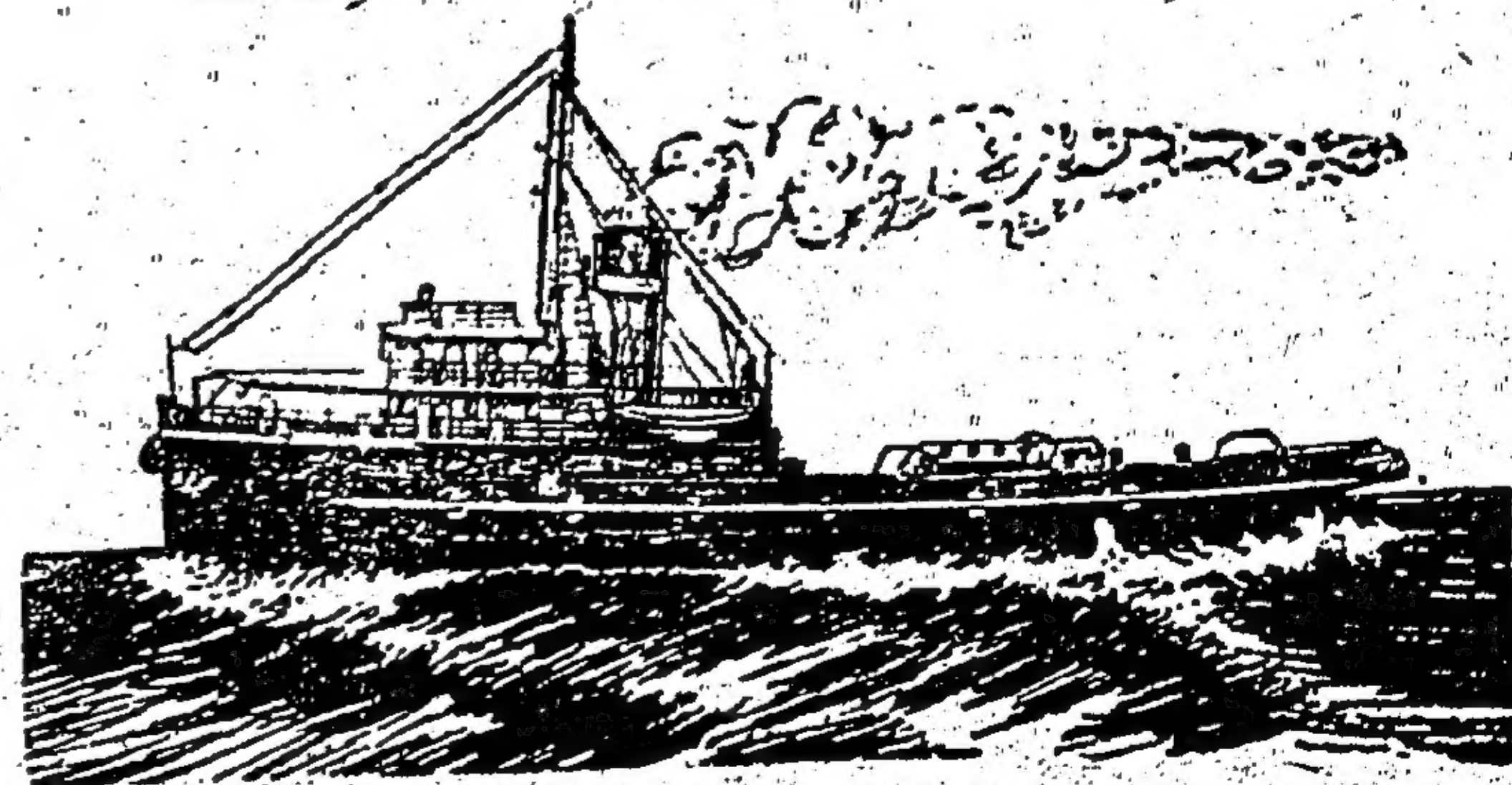
Soap, Ointment, Talcum sold throughout the world. Retail Dealers: F. W. W. & Co., Ltd., 11, Upper St. Vincent, London, W.C. 2.

## The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Roller Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 188' B.P. Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work. Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.



## SHIPPING NEWS

## HONGKONG SHIPPING.

Yesterday's shipping statement showed that the total number of vessels in the harbour at 6 a.m. was 71, of which 31 were British.

For the twenty-four hours ended at 9 a.m. there were eight arrivals, one British, one Dutch, one Norwegian and five Japanese. The departures for the same period numbered nine, including the s.s. *Kaijo Maru* for Swatow.

The arrivals for the period referred to were as under:—The s.s. *New Mathilde* (British) from Haiphong and Hoihow with 1,370 tons of general cargo; the s.s. *Tikowang* (Dutch) from Batavia with 7,680 tons of sugar and general cargo and mail; the s.s. *Batavia* (Norwegian) from Shanghai; the s.s. *Kotaka Maru* (Japanese) from Takao and Swatow with 635 tons of general cargo and mail; the s.s. *Nekawa Maru* (Japanese) from Keelung with 300 tons of cement, 314 tons of general cargo and 500 tons of coal (total 1,114 tons); the s.s. *Lima Maru* (Japanese) from Hamburg and Singapore with 70 tons brewed and general cargo; the s.s. *Toyonaka Maru* (Japanese) from Nagoya and Keelung with 1,038 tons of cement, cuttle fish and general cargo and mail; the s.s. *Kanagawa Maru* (Japanese) from Buenos Aires and Singapore with 2 tons of general cargo.

## CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday.)

For Hongkong ..... 12,112 tons.  
For ports beyond ..... 19,941 "

Total ..... 32,053 "

(Previous 24 hours.)

For Hongkong ..... 13,809 tons.  
For ports beyond ..... 9,421 "

Total ..... 23,230 "

Of the cargo entered for Hongkong, the best entry was 7,680 tons by the Dutch vessel; while second best on the list was by the British vessel. Deck passengers entered totalled 350.

A later arrival yesterday included the s.s. *Kiowang Sang* (British) with general cargo and mail.

## SHIPPING NOTES.

A report in the Harbour Office yesterday from the master of the s.s. *Chunna* stated that this vessel passed a derelict junk in Latitude 25° 11' N., Longitude 119° 54' E. The junk has her masts and a portion of the poop visible.

The death of a Chinese stevedore passenger, aged 35 years, on the s.s. *President Wilson* from Shanghai, was also reported. Death, it was stated, was due to tuberculosis.

Vessels in the Yellow Sea about December 23rd, experienced very bad weather, several vessels, including the s.s. *Chunna* from Tsingtau, the s.s. *Kiowang Maru* from Moji and the s.s. *President Wilson*, reporting a severe gale from the North-West.

## THE "HONAM."

The s.s. *Honam* is now in the hands of Chinese shipbreakers at Kowloon Bay. She was handed over on Sunday to her purchaser, following a period of between forty and fifty years' service on the Hongkong-Canton run for the Hongkong, Canton and Macao Steamship Company.

The *Honam* was built by Messrs. A. and J. Inglis, of Glasgow, in 1893, and has been in regular commission for her owners since that time. Her gross tonnage was 2,462 tons, with net tonnage of 1,369 tons, and registered tonnage of 830 tons. The *Honam* was 270 feet long, 38 feet beam and was 13.1 feet in depth. Her engines were compound, with cylinders 40 inches and 72 inches by 10 feet stroke, the nominal horse power being 473.

The only other two paddle-boats in the Far East of the *Honam* type, and constructed by the same builders, were the s.s. *Hankow*, owned and operated by the Steamboat Company until burned to the water's edge at the wharf at Hongkong some years ago, and the s.s. *Kiowang Maru*, run at Shanghai by the China Steam Navigation Company. The *Honam* has made 13,840 trips on the Hongkong-Canton run and her mileage record is well over 1,254,000 miles.

## VESSELS EXPECTED.

*Agra* (Swedish East Asiatic), due Jan. 1st, 1926.

## SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER, 1925.

(Standard of the 120th Meridian, East of Greenwich.)

Date.	Sunrise.	Sunset.
December 29th.....	7.02 a.m.	5.48 p.m.
" 30th.....	7.02 "	5.49 "
" 31st.....	7.03 "	5.49 "

## INTIMATIONS

## NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA".

ARRIVED HONGKONG ON 29th Dec., 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Company's Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DODD, at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Jan., 1926, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKENNON, MACKENZIE & CO., Agents.

Hongkong, 29th December, 1925. [3006]

## NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KHYBER".

ARRIVED HONGKONG ON 27th Dec., 1925.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DODD, at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th January, 1926, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKENNON, MACKENZIE & CO., Agents.

Hongkong, 27th December, 1925. [3008]

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 28th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.98	30.02	30.00
Temperature	71	64	74
Humidity	75	85	73
Wind Direction	W	Calm	WNW
Force	2	0	2
Weather	0	OF	0
Rain	0.00	0.00	0.00
Highest open-air Temperature on 27th			84
Lowest open-air Temperature on 28th			64

## HONGKONG TIDE TABLE.

From Dec. 29th, 1925, to Jan. 4th, 1926.

HIGH WATER.				LOW WATER.			
Days of Month.	Days of Month.	Height.	Time.	Days of Month.	Days of Month.	Height.	Time.
Tues. 29	h. m.	ft. in.	h. m.	ft. in.	ft. in.	h. m.	ft. in.
	9 56	4 4	3 25	1 3	3 25	1 3	3 25
Wed. 30	9 41	7 4	2 9	3 3	2 9	3 3	2 9
	10 41	4 4	2 41	3 3	2 41	3 3	2 41
Thurs. 31	11 25	4 3	4 40	1 0	4 40	1 0	4 40
	9 42	7 5	3 13	3 4	3 13	3 4	3 13
Fri. 1	10 12	4 2	5 17	0 9	5 17	0 9	5 17
	10 13	7 5	3 43	2 6	3 43	2 6	3 43
Satur. 2	1 1	4 1	5 55	1 0	5 55	1 0	5 55
	10 43	7 2	4 11	3 7	4 11	3 7	4 11
Sun. 3	1 51	4 0	6 35	2	6 35	2	6 35
	11 14	6 9	4 38	3 9	4 38	3 9	4 38
Mon. 4	2 37	4 1	7 17	1 5	7 17	1 5	7 17
	11 48	6 6	5 7	4 0	5 7	4 0	5 7

To the Publisher

## "HONGKONG WEEKLY PRESS"

14, CHATER ROAD, HONGKONG

Please send me the "HONGKONG WEEKLY PRESS."

from.....1925, to.....

addressed as follows:

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

## CANADIAN PACIFIC

## EMPRESS EXPRESS

## QUICKEST TIME ACROSS THE PACIFIC

18 Days from Hongkong to Vancouver.

## LARGEST, FASTEST AND MOST LUXURIOUS

## STEAMSHIPS

Special FARES to EUROPE

£120 £112 £83 £80

(PAYABLE IN LOCAL CURRENCY)

BOOKINGS NOW OPEN FOR 1926

## VICTORIA AND VANCOUVER

VIA SHANGHAI AND JAPAN PORTS.

STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 23
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 6
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 20
EMPRESS OF AUSTRALIA	Feb. 18	Feb. 21	Feb. 24	Feb. 27	Mar. 5
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 20
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 34
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 17
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 1
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 15
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 29
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 12
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 19	June 26
EMPRESS OF ASIA	June 25	June 28	July 1	July 3	July 10

## HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 18	Dec. 20	EMPRESS CANADA	Dec. 21
Jan. 1	Jan. 3	EMPRESS RUSSIA	Jan. 4

Passenger Department: Tel. C. 752. Cables: GACANPAC.  
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15]

## NYK

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada

Through Bills of Lading issued to Europe via America G-2403, G-2420, G-2440

SHIMIZU MARU ... .. Wednesday, 28th Jan. at 11 a.m.

YOKOHAMA MARU ... .. Thursday, 29th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KAMO MARU ... .. Saturday, 30th Jan. at 11 a.m.

KATOE MARU ... .. Saturday, 30th Jan.

ATSUTA MARU ... .. Saturday, 30th Jan.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... .. Wednesday, 20th Jan. at 11 a.m.

MISHIMA MARU ... .. Wednesday, 24th Feb.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... .. Sunday, 17th Jan.

BUENOS AIRES via Singapore, Durban, & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... .. Monday, 28th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... .. Sunday, 3rd Jan.

TAMBA MARU ... .. Saturday, 9th Jan.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... .. Sunday, 10th Jan.

SHANGHAI, KOBE & YOKOHAMA.

KASHIMA MARU ... .. Wednesday, 30th Dec.

AKITA MARU ... .. Wednesday, 30th Dec.

TOKUSHIMA MARU ... .. Thursday, 7th Jan.

EAKONE MARU ... .. Tuesday, 15th Jan.

For further information, apply to—

Telephone: Central Nos. 292, 293 & 2422.

S. KINOSHITA, Manager.

NIPPON YUSEN KAISHA.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

.. "WESTERDYK" ... .. 23th Dec., 1925

.. "OLDEKERK" ... .. 23rd Jan., 1926

.. "GEMMA" ... .. 20th Feb., "

.. "ZOSMA" ... .. 20th Mar., "

ARRIVALS FROM EUROPE:

.. "GEMMA" ... .. 12th Jan., 1926

.. "ZOSMA" ... .. 9th Feb., "

.. "OLDEKERK" ... .. 8th Mar., "

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Agents, York Building.

Telephone: Central No. 1574.

...

...

...

...

...

...

...

...

...

...

...

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday,	30th Dec., at 7 a.m.
SANDAKAN	"HINSANG"	Wednesday,	30th Dec., at Noon.
BANGKOK via DIRECT	"HOPSANG"	Wednesday,	30th Dec., at 5 p.m.
HAIPHONG via HOIHOW	"FAUS NG"	Thursday,	31st Dec., at Noon.
TIENTSIN via CHEFOO	"CHUPHING"	Thursday,	31st Dec., at Noon.
KOBE via AMOI, SHANGHAI & MOI	"FOOKSANG"	Saturday,	2nd Jan., at 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Monday,	4th Jan., at 3 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Wednesday,	6th Jan., at Noon.
STRAITS & CALCUTTA	"SUISANG"	Saturday,	9th Jan., at 3 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Wednesday,	13th Jan., at 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Monday,	25th Jan., at 3 p.m.



**RAIES OF**  
(including Table Wines and Free Doctor's Attendance).  
A CLASS 1st Class... 28. od. od. | B CLASS (1st Class)... £ 23. Os. od.  
STRAIMERS 2nd... 2 68. (d. od. | STRAIMERS 2nd... 2 60. Os. od.  
Through Tickets to London and Leading Towns of Europe.  
Accommodation reserved in the Trains at Marseilles.  
**LIGNE COMMERCIALE (Cargo Boats)**  
... loading for HAVRE, ANTWERP  
... & DUNKIRK about  
... "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due  
... to arrive on the 31st December.  
Sailings subject to alteration without notice.  
For full Particulars, apply to:—  
**MESSAGERIES MARITIMES CO.**  
Telephone: Central 740. 3, QUEEN'S BUILDING  
**CONSIGNATION—TRANSIT—REPRESENTATION.**



